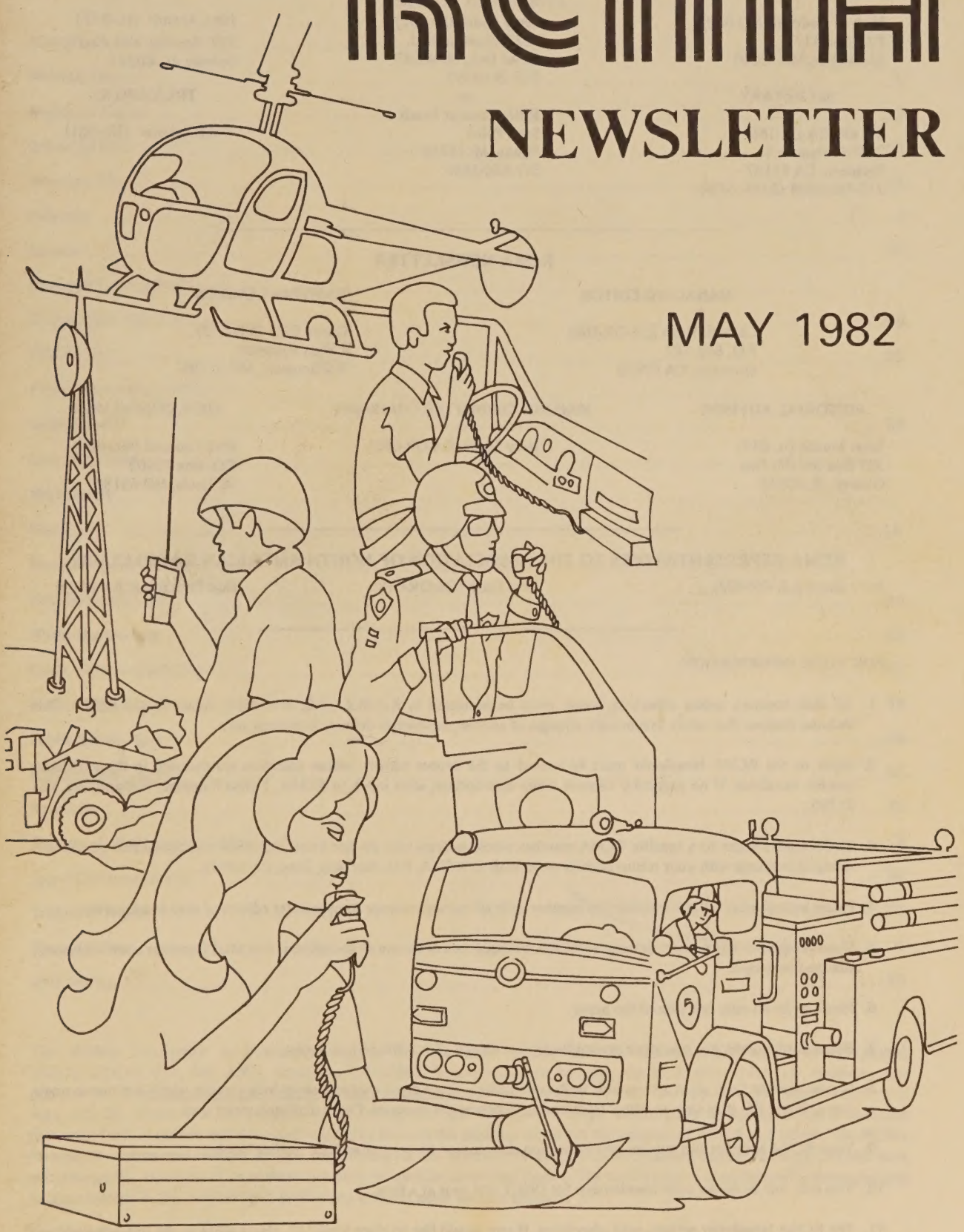
RCMA

NEWSLETTER



MAY 1982

FIRST NATIONAL AND INTERNATIONAL ORGANIZATION
OF MONITOR RADIO LISTENERS

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RCMA NEWSLETTER

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FOR YOUR INFORMATION:

1. All club business, unless otherwise noted, must be addressed to R.C.M.A., P.O. Box 4563, Anaheim, CA 92803. This includes matters that relate to renewals, changes of address, newsletter delivery problems, etc.

2. Input to the RCMA Newsletter must be mailed to the proper editors, whose addresses are included in the individual column headlines. If no particular column seems appropriate, send input to RCMA, 1 West Potomac, Williamsport, MD 21795.

3. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address on it; mail to RCMA, P.O. Box 408, Earp, CA 92242.

4. Please include your RCMA membership number with all correspondence to newsletter editors or club headquarters.

5. If you require a reply when writing to RCMA headquarters or to one of the editors, you MUST enclose a self-addressed, stamped envelope.

6. Please write on only one side of the paper.

7. Please don't combine in one letter several items that should go to different addresses.

8. If you want to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.

9. Your RCMA membership number and expiration date appear on your newsletter mailing label.

10. You may join or renew your membership for ONLY one year at a time.

11. The RCMA Newsletter accepts paid advertising. If you would like to place a paid ad, please write to the following address for our advertising guidelines: RCMA Newsletter, P.O. Box 13602, St. Louis, MO 63138

RCMA NEWSLETTER

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** Calendar **

Send notices of upcoming events for the Calandar section to John Clark, RCMA, P.O. Box 4563, Anaheim, CA 92803. Please send notices well in advance of the Newsletter deadline.

The R.C.M.A. supports scanning and scanner clubs. If your local R.C.M.A. scanner group is having a meeting, or if you are another radio club planning a meeting, send an announcement to the Calendar Editor and it will be sent to all members of R.C.M.A. Because of individual member requests and previous problems, the Board does not feel that sectional mailing lists should be distributed.

Greater L.A. Area R.C.M.A.

Board meetings are open to all members of R.C.M.A. They start at 7:30 PM. Now that we have separated labeling of the newsletter, the meetings will be devoted to R.C.M.A. policy and, of course, the latest scanner activities.

R.C.M.A. Working Sessions have been scheduled for the first Tuesday evening of each month. Any member of R.C.M.A. or visitor is welcome to attend.

Greater L.A. Area R.C.M.A. David A. Heywood CALA001 Presiding

April 16 FRIDAY Meeting at Mercury Savings and Loan, Valley View and Lincoln, Buena Park, Ca 8:00PM. 2nd Floor. Elevator in back.

F.C.C. Microfiche demonstration. Your chance to fill those gaps on needed frequency information. (If you have a portable fische reader bring it to the meeting.)

R.C.M.A. Chicago

Contact Edward Robert Sirovy IL-004 312 969 2856
311 S. Williams Street, Westmont, Il 60559

Meetings: NANCINI'S Resturant 5555 St Charles Road, Berkeley, Il
two blocks east of St Charles Road exit from Eisenhouer
Expressway Extention I-290 (phone 312 544 7277)

April	24	1982	Saturday	1:00 PM
June	12	1982	Saturday	1:00 PM
July	31	1982	Saturday	1:00 PM
September	25	1982	Saturday	1:00 PM
November	13	1982	Saturday	1:00 PM

Possible picnic in late August and tours scheduled on short notice.
A SASE on file assures notification of the extras.

R.C.M.A. Connecticut Chapter

Contact Bill Moore CT 038 203-223-0840
950 Farmington Ave, New Britain, CT 06051

R.C.M.A. Dallas-Fort Worth

Contact Mike Pruden TX 072 metro 461 2602
Larry Van Horn TN 017 642 8407
David Coursey TX 107

Regular bi-monthly meetings are scheduled the second Saturday of each odd month Tenative location
Stoneridge Homeowner's Association Clubhouse
500 Grants Parkway, Arlington, Tx (SW of Arkansas and Collins)

May	10, 1982	7:00 PM
July	10, 1982	7:00 PM
Sept	11, 1982	7:00 PM
Nov	14, 1982	7:00 PM

For latest information and newsletter send a stack of SASEs to
Scanning Dallas/FortWorth
1111 N. Carrier Parkway #B-107
Grand Prarie, Tx 75050

Reports of Meetings and Officers

Message from the President

Well, it's May, and Summer is rapidly approaching. Don't forget to take that Bearcat 100 along with you on those Spring and Summer outings. With this issue we introduce a number of new editors to Newsletter columns. These include Eric Gaskell (AZ-003) for the Monitoring and the Law column, Happy Davis (OH-073) for the Technical Topics column, Larry VanHorn (TN-014) for the Satellite Column, Gary Sturm (IN-045), and Bill Farmer (CA-VE-010) for Railroads, and our own Vice President Larry Smith for the Business column. Our new Advertising Manager is Brad Leonard (MO-004).
Actually, being President is not as rosy as it may seem. There have been times in the past few months when I wished it was someone else making some of the more difficult decisions the Board and I have been faced with. I get much more mail than I can answer, and once again I thank all of you who responded to my survey earlier in the year. I wish the time were there to answer each of you. But if you write with a problem or suggestion, one of us will do our best to get back to you. If we can't answer your question, we'll find someone who can.

One of the more difficult decisions was the replacement of our managing Newsletter editor. The Board felt that Mr. Gysi should be replaced, and although we are most appreciative of his efforts for the Newsletter, particularly through the transition from former Editor Iden Rogers, we felt the change in the best interest of the Newsletter. Mr. Gysi was a tremendous help to us and his experience in the news field was an advantage. We just can't please everyone all the time, and most every decision we make will be unpopular with some, but we feel that our new editorial staff will greatly enhance the Newsletter's appearance, style, content, and future.

Carol Ruth (CA-OR-100) is our new Managing Editor. Carol has done the most difficult job of paste-up for some time. Briefly, this means she takes the material the editors send in, arrange and paste it into a final form, and generally prepare it for print. Carol has extensive experience in the news field and assists in the editing of several other publications. She will be concentrating on Newsletter style, form, and content. Our Assistant Editor, Ginny Slick, will handle Newsletter correspondence and 'Letters to the Editor'. Newsletter delivery problems should still be addressed to the Anaheim PO Box. If you have material for the Newsletter but are just not sure where it should go, send it to Ginny.

As this may still arrive in April for some of you, it may not be too late to request information on the Spring Festival, to be held May 1st. Drop me a line at the St. Charles PO Box.

I'd like to reiterate our position with respect to sensitive and classified frequencies and information. The R.C.M.A's position has always been not to print or discuss such items in our pages. This

is still our position, and CONTACT ads that reflect this, MARKETPLACE and CLASSIFIED ADS that reflect this will not be used in the RCMA Newsletter. Nor shall our column editors print such items. It's just good common sense! If you swap this material or want to share it with others, please do it outside of the Newsletter. There's plenty of other exciting items to read and learn about in our pages.

Hope you enjoy this month's issue!

THOUGHT waves

Ginny Slick, RCMA Assistant Editor, 1 West Potomic, Williamsport, MD 21795

Ginny's first column will appear next month.

— Editor

YOUR THOUGHTS

P.O. Box 216, Willow Grove, PA 19090

To the editor:

Tom Kneitel's latest literary excretion, the "Top Secret" Registry of US Government Frequencies, has received much comment and many "plugs" in the newsletter. Perhaps members should be aware of the fact that they can obtain much more detailed information themselves from the IRAC List of Government Stations, a copy of the Department of Defense IFR Supplement, and our newsletter. In fact, members should also be advised that the only actual uses given for the frequencies in the "Listings" section of the book are either from the IFR Supplement, or are exactly as they appeared in our newsletter's US Government column between Nov., 1980 and April, 1981. Past RCMA officers appear unconcerned with this, but I personally don't wish to contribute information for CRB Research's benefit. Our newsletter is supposed to be copywrited.

As far as the "hot" frequency section of Kneitels book goes, it appears to me, anyway, that it was edited by a person who doesn't really know all that much about scanning. It contains many inaccuracies, omissions, and many downright wrong frequencies and designations. If a scanner enthusiast wants to find "top secret" frequencies, he would be better off using the Search buttons on his scanner and finding them himself.

On the back cover of his book, Mr. Kneitel proudly states that he is an RCMA member (NY-154). Personally, I think he has done little good for (and probably more harm to) the monitoring hobbyist. To put it another way, will he do the same for monitoring that he has done for CB?

George DuBois

P.S. Members who are into aircraft monitoring and wish to order

the IFR Supplement should order the "DOD/DMA US IFR Supplement (Enroute)" from the National Ocean Survey, Distribution Division C4413, Riverdale, Md. 20737. The price is $3.30, about a third of the price of Kneitels book.

RCMA Members —

A note from Donna Crane, Assistant Editor of CODE 20 Radio Directory, advises one and all of possible delays in shipping orders. This is due to several unforseen problems, including a printers' strike, a bout of the flu, and even an attack on Donna by a large dog—which left her with a bad (though fortunately temporary) bite on her hand.

The CODE 20 staff appreciates your support of their efforts and asks that you bear with them, as they are working hard to get their backlog cleared up and your orders shipped!

C.E. Ruth
RCMA Newsletter Editor

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS

NEWS HIGHLIGHTS

ANARC is a federation of the most responsible, well established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs, send a self-addressed, stamped business size envelope with your request to the address below.

For an annual subscription to the ANARC Newsletter, send $5 to Joe Barr, 1500 Bunbury Drive, Whittier, CA 90601. ($8 overseas subscription)

The Washington Area DX Association WADXA an Associate Member Club of ANARC is a "Social-Radio-Hobby" club as well as be interested in true DXing. They meet every 2 or 3 months. Being located in the Washington DC area they have had Embassy Representatives and Foreign Correspondents in attendence at their meetings. They seem to be a most sociable group and would welcome any scanner buffs to their group of "Broadcase Band DXers, SWLers, and Amateur Radio Operators". Yearly dues is $3.00. For more information send a SASE (self addressed stamped envelope) to:

Washington Area DX Associatin
606 Forest Glen Road
Silver Spring, MD 20901

or call Joe Erwin, editor 524-2609 or Arlene Luskin, Coordinator 593-4411

(In a previous newsletter we carried their dues at $7.50 which is an error we transcribed from the ANARC newsletter. Sorry about that.)

ANARC 1982 CONVENTION JULY 23,24,25 MONTREAL, CANADA

Meeting to be held in the vast studio complex of Maison de Radio Canada. Convention hotel is the Holliday Inn at the Place Du Puis.

Registration information will follow soon in this article or you may Send a Self Addressed Stamped Envelope (SASE) to

Jeff White ANARC
409 Laconia Lane
Schaumburg, Il 60193

The following listing of channel spacing allocation was handed out by R.C.M.A. Greater LA chapter at the SCADS meeting last month. It is included here for the benefit of members who may have not noted this spacing.

FREQUENCY ALLOCATION AND CHANNEL SPACINGS

MHZ LIMITS		KHZ SPACING	SERVICE
30.58	30.64	20	INDUSTRIAL RADIO SERVICE BASE - MOBIL
30.66	30.82	40	PETROLEUM RADIO SERVICE BASE - MOBIL
30.86	31.02	40	FOREST SERVICE BASE - MOBIL
30.86	31.08	40	MOTOR CARRIER RADIO SERVIDE CITY
31.10	31.14	20	MOTOR CARRIER RADIO SERVIDE CITY
31.28	31.96	40	INDUSTRIAL RADIO SERVICE BASE - MOBIL
33.02	33.10	40	HIGHWAY MAINTENANCE
33.18	33.38	20	PETROLEUM RADIO SERVICE BASE - MOBIL
33.44	33.68	40	FIRE SERVICE BASE - MOBILE
33.46	33.66	40	FIRE SERVICE MOBIL
33.70	33.98	20	FIRE SERVICE BASE - MOBILE
35.28	35.52	40	INDUSTRIAL RADIO SERVICE BASE - MOBIL
35.74	35.86	40	INDUSTRIAL RADIO SERVICE BASE - MOBIL
37.04	37.32	20	MUNICIPAL POLICE BASE - MOBILE
37.46	37.58	20	POWER SERVICE RADIO BASE - MOBIL
37.62	37.82	20	POWER SERVICE RADIO BASE - MOBIL
37.90	37.98	20	HIGHWAY MAINTENANCE
39.08	39.24	20	MUNICIPAL POLICE BASE - MOBILE
39.48	39.98	20	MUNICIPAL POLICE BASE - MOBILE
42.02	42.16	20	STATE POLICE BASE - MOBILE
42.18	42.30	20	STATE POLICE MOBIL
42.32	42.64	20	STATE POLICE BASE - MOBILE
42.66	42.70	20	STATE POLICE MOBIL
42.80	42.94	20	STATE POLICE BASE - MOBILE
43.28	43.52	40	INDUSTRIAL RADIO SERVICE BASE - MOBIL
43.70	43.84	20	MOTOR CARRIER PASSENGER BETWEEN CITIE
43.86	43.94	20	MOTOR CARRIER PROPERTY BETWEEN CITIES
43.96	44.34	20	MOTOR CARRIER PROPERTY BETWEEN CITIES
44.36	44.44	20	MOTOR CARRIER PROPERTY BETWEEN CITIES
44.48	44.60	20	MOTOR CARRIER RADIO SERVIDE CITY
44.64	45.84	40	FOREST SERVICE BASE - MOBIL
44.78	44.90	40	STATE POLICE MOBIL
45.08	45.64	40	LOCAL GOVT BASE OR MOBILE
45.46	45.70	40	MUNICIPAL POLICE BASE - MOBILE
45.68	45.84	40	HIGHWAY MAINTENANCE
45.90	46.02	40	MUNICIPAL POLICE BASE - MOBILE
46.06	46.20	20	FIRE SERVICE BASE - MOBILE
46.22	46.34	20	FIRE SERVICE MOBIL
46.36	46.50	20	FIRE SERVICE BASE - MOBILE
46.52	46.58	20	LOCAL GOVT BASE OR MOBILE
47.02	47.40	20	HIGHWAY MAINTENANCE
47.44	47.68	40	INDUSTRIAL RADIO SERVICE BASE - MOBIL
47.70	48.54	20	POWER SERVICE RADIO BASE - MOBIL
48.56	49.58	20	FOREST PRODUCES BASE - MOBIL
48.56	49.50	20	PETROLEUM RADIO SERVICE BASE - MOBIL
49.52	49.58	40	INDUSTRIAL RADIO SERVICE BASE - MOBIL
150.815	150.890	15	AUTOMOBILE EMERGENCY BASE - MOBIL
150.905	150.965	15	AUTOMOBILE EMERGENCY BASE - MOBIL
150.995	151.130	15	HIGHWAY MAINTENANCE
151.145	151.490	15	FOREST SERVICE BASE - MOBIL
151.520	151.595	15	INDUSTRIAL RADIO SERVICE BASE - MOBIL
152.270	152.450	15	TAXICAB RADIO SERVICE BASE - MOBIL
152.465	153.395	15	FOREST PRODUCES BASE - MOBIL
152.870	153.035	15	INDUSTRIAL RADIO SERVICE BASE - MOBIL
152.870	153.020	30	MOTION PICTURE BASE - MOBIL
153.035	153.395	15	PETROLEUM RADIO SERVICE BASE - MOBIL
153.050	153.395	15	MANUFACTURES RADIO SERVICE BASE - MOB
154.130	154.250	15	FIRE SERVICE BASE - MOBILE
154.310	154.445	15	FIRE SERVICE BASE - MOBILE
155.520	155.700	15	MUNICIPAL POLICE BASE - MOBILE
156.045	156.075	15	HIGHWAY MAINTENANCE MOBIL
156.105	156.135	15	HIGHWAY MAINTENANCE
156.165	156.240	15	HIGHWAY MAINTENANCE NON STATE
157.050	157.175	25	MARINE RADIO EMERGENCY + GOVT
157.200	157.400	25	MARINE RADIO TELEPHONE MOBIL
157.470	157.515	15	AUTOMOBILE EMERGENCY BASE - MOBIL
157.530	157.710	15	TAXICAB RADIO SERVICE MOBIL
158.280	158.325	15	FOREST PRODUCES BASE - MOBIL
158.280	158.325	15	MANUFACTURES RADIO SERVICE MOBIL
158.280	158.355	15	PETROLEUM RADIO SERVICE BASE - MOBIL
158.985	159.075	15	HIGHWAY MAINTENANCE NON STATE MOBIL
159.105	159.165	15	HIGHWAY MAINTENANCE NON STATE
159.225	159.465	15	FOREST SERVICE BASE - MOBIL
159.495	160.200	15	MOTOR CARRIER PROPERTY BETWEEN CITIES
160.215	161.565	15	RAILROAD RADIO SERVICE BASE - MOBIL
161.640	161.760	30	REMOTE BROADCAST PICKUP BASE - MOBIL
161.800	162.000	25	MARINE RADIO TELEPHONE BASE
173.2250	173.3750	50	PRESS RELAY BASE - MOBIL
173.2250	173.3750	50	MOTION PICTURE BASE - MOBIL
450.0500	450.9500	50	REMOTE BROADCAST PICKUP BASE - MOBIL
451.0250	451.2750	25	POWER SERVICE RADIO BASE - MOBIL
451.1750	451.2750	50	FOREST PRODUCES BASE - MOBIL
451.1750	451.2750	50	MANUFACTURES RADIO SERVICE BASE - MOB
451.1750	451.2750	50	TELEPHONE MAINTENANCE BASE - MOBIL
451.1750	451.2750	50	PETROLEUM RADIO SERVICE BASE - MOBIL
451.3000	451.6750	50	TELEPHONE MAINTENANCE BASE - MOBIL
451.3750	451.6750	50	POWER SERVICE RADIO BASE - MOBIL
451.3750	451.4750	50	FOREST PRODUCES BASE - MOBIL
451.3750	451.6750	50	MANUFACTURES RADIO SERVICE BASE - MOB
451.3750	451.5250	50	PETROLEUM RADIO SERVICE BASE - MOBIL
451.5250	451.5700	25	FOREST PRODUCES BASE - MOBIL
451.5500	451.7000	25	PETROLEUM RADIO SERVICE BASE - MOBIL
451.8250	452.0250	20	INDUSTRIAL RADIO SERVICE BASE - MOBIL
452.3250	452.4750	50	RAILROAD RADIO SERVICE BASE - MOBIL
452.5250	452.6000	25	AUTOMOBILE EMERGENCY BASE - MOBIL
452.7750	452.8750	50	RAILROAD RADIO SERVICE BASE - MOBIL
452.9000	452.9500	25	RAILROAD RADIO SERVICE BASE - MOBIL
453.0500	453.9500	50	MUNICIPAL POLICE BASE - MOBILE
453.0500	453.9500	50	LOCAL GOVT BASE OR MOBILE
453.0500	453.9500	50	FIRE SERVICE BASE - MOBILE
453.0500	453.9500	50	FOREST SERVICE BASE - MOBIL
453.0500	453.9500	50	HIGHWAY MAINTENANCE
454.0250	454.6500	25	MOBIL TELEPHONE UHF BASE
454.6750	454.9750	25	MOBIL TELEPHONE UFH AIRCRAFT BASE
455.0500	455.9500	50	REMOTE BROADCAST PICKUP MOBIL
456.0250	456.2750	25	POWER SERVICE RADIO MOBIL
456.1750	456.2750	50	FOREST PRODUCTS MOBIL
456.1750	456.2750	50	MANUFACTURES RADIO SERVICE MOBIL
456.1750	456.2750	50	TELEPHONE MAINTENANCE MOBIL
456.1750	456.2750	50	PETROLEUM RADIO SERVICE MOBIL
456.3000	456.6750	50	TELEPHONE MAINTENANCE MOBIL
456.3750	456.6750	50	POWER SERVICE RADIO MOBIL
456.3750	456.4750	50	FOREST PRODUCTS MOBIL
456.3750	456.6750	50	MANUFACTURES RADIO SERVICE MOBIL
456.3750	456.5250	50	PETROLEUM RADIO SERVICE MOBIL
456.5250	456.7500	25	FOREST PRODUCTS MOBIL
456.5500	456.7000	25	PETROLEUM RADIO SERVICE MOBIL
456.8250	457.0250	20	SPECIAL INDUSTRIAL FREQUENCIES
457.3250	457.4750	50	RAILROAD RADIO SERVICE MOBIL
457.5250	457.6000	25	DOCKSIDE LONGSHORMAN BASE - MOBIL
457.7750	457.8750	50	RAILROAD RADIO SERVICE MOBIL
457.9000	457.9500	25	RAILROAD RADIO SERVICE MOBIL
458.0500	458.9500	50	LOCAL GOVT MOBILE ONLY

458.0500	458.9500	50	FIRE SERVICE MOBIL
458.0500	458.9500	50	FOREST SERVICE BASE - MOBIL
458.0500	458.9500	15	HIGHWAY MAINTENANCE MOBIL
459.0250	459.6500	25	MOBIL TELEPHONE UHF MOBIL
459.6750	459.9750	25	MOBIL TELEPHONE UHF AIRCRAFT MOBIL
460.0250	460.5000	25	MUNICIPAL POLICE BASE - MOBILE
460.5250	460.6250	25	FIRE SERVICE BASE - MOBILE
460.5250	460.6250	25	FIRE SERVICE MOBIL
460.6500	461.0000	25	BUSINESS AIRLINES BASE - MOBILE
462.2000	462.5250	25	MANUFACTURES RADIO SERVICE BASE - MOB
462.5500	462.7250	25	GENERAL MOBILE CB CLASS A BASE - MOBI
465.6500	466.0000	25	BUSINESS AIRLINES MOBIL
466.0260	467.1750	25	BUSINESS RADIO SERVICE BASE - MOBIL
467.2000	467.5250	25	MANUFACTURES RADIO SERVICE MOBIL
467.5500	467.7250	25	GENERAL MOBILE CB CLASS A MOBIL
467.7500	467.8250	25	DOCKSIDE LONGSHORMAN MOBIL
468.2000	469.9250	25	BUSINESS RADIO SERVICE BASE - MOBIL

Aircraft

Maj. Ron Hammer, Editor

Send private, commercial, firefighting and law enforcement aircraft frequencies of interest in the 108-136 MHz range and frequencies in other bands above 30 MHz associated with airports and aircraft plus questions, articles and tips related to aircraft monitoring to: Major Ron Hammer, 821 Elisa Way, Roseville, CA 95678.

Lots of mail and a couple of interesting phone calls this past month. Steve Handler who use to publish the excellent Radio Communications Guide, now out of print, called. Steve had some questions concerning call signs used by USAF Rescue aircraft. Rescue use to be a separate "Service" (Air Rescue Service), but is now under the Military Airlift Command ("Big MAC", to them). For many years their aircraft used the call sign "Crown", but since the late '60's use "King". The 41st Aerospace Rescue and Recovery Wing (MAC) is based here at McClellan AFB, so I called their Operations to confirm my recollections. The call sign "King" is to be used worldwide by fixed-wing rescue aircraft NOT on a rescue mission. The helicopters still use "Jolly" from "Jolly Green Giants". When engaged in actual rescue type operations all aircraft are suppose to use "Air Force Rescue XXXXX" (aircraft tail number). Many other aircraft may be involved in a SAR (search and rescue) effort than official Rescue aircraft.

I flew many search missions in the ol' KC-97 over the Atlantic around Lajes Field in the Azores. Some poor dudes had ditched a civilian C-46 "Commando" and their last words to the Rescue Center were, "Please hurry! We don't really have any of the survial equipment..." Some low-buck operators stated that they had all required equipment on the International (ICAO) Flight Plan. They lied. I don't think anyone even found an oil slick. Anyway, back to call signs, they often do get mixed up, particularly on multiple-purpose missions. Crews do not generally consider them to be too big a deal--unless, of course, you are subject to being shot down for using a wrong identifier! As I recounted to Steve in a note, a friend of mine flying an A-1E "Skyraider"--or "Spad" as we called them in SEA--came out one night on a special interdiction mission. After screwing up two or three call signs he gave up and said, "What the hell, Ron, this is Bob. What do you want me to hit?" Not too good on radio discipline, but pretty funny at the time. (If there is anything funny about a napalm strike.) A reserve airline pilot I use to fly T-29's with at Travis could not break himself of calling in with a Trans World (TWA) call sign. Man, that panics the Tower troops to hear, "Transworld 56, short final with gear for full stop 21 left," and when they look out all they can see is some greasy ol' T-29 dripping oil on the base to final turn! To sum it up, call signs are subject to human foibles. Pilots do forget who they are suppose to be sometimes.

Once flying a Herky near Brendisi (whereever the heck that is) my co-pilot calls the nav (who is reading a pocket book) and asks, "Nav , what heading are we suppose to be on?" The nav says, "Just a minute--I can't tell--there is some kind of squiggly lines on the chart." Sure enough, there were. The squiggly lines indicated "USAF AIRCRAFT PROHIBITED ON THIS AIRWAY". That is where you don't use any call sign, but fake radio failure and get the hell out of there before some Mig-23 smokes up along side and gives you the international sign for "Follow me or I vil blow you out of the sky." (How would you explain that to your Operations Officer.)

ANYWAY, Steve Handler allows as to how that he has written a new frequency guide soon to be coming out under the Bob Grove label. Steve doesn't know what its title will be or what it will cost, but I'd say that if it is anything like his previous booklet, it ought to be worthwhile. The old one did not have much scanner stuff (VHF/UHF), but did have lots of other aviation freqs that you can actually hear someone talking on!

The next welcome call (as opposed to unwelcome calls) came from one Jay Lemmons of Sacramento. Jay is involved in many things in radio, including duty as a part time engineer at Northern California's 50,000 watt pure Country and Western station KRAK. More of interest here, Jay publishes a really nifty regional frequency guide, the "Sacramento County Frequency Outline", the cover of which I hope to reproduce herein. Some might squeak about paying $6.95 for about 12 pages, but I might point out--it is very concentrated, local (useable) data. "Police Call" for about the same money usually covers several states listing freqs you'll never receive. I do not listen to Seattle or L.A. much here near Sacramento, but I do get Pan Am Operations out of San Francisco on 129.7 Mhz (not ARINC). Jay lists data for several surrounding counties. His business address is P. O. Box 567, Roseville, CA 95661. His phone number is (916) 929-8669, but he says he works about 90 hours per week (obviously not my type of fellow), so is rarely home when anyone calls. Jay and I are exchanging a few other little goodies, but as they don't pertain to aircraft-band freqs we'll move on. Suffice it to say, Jay is developing a sophisticated operation with a computer and word processor. One day he may be bigger'n "Betty Bearcat". If you have any special needs for this area, drop him a line--with stamped SASE, of course.

John P. Breen (PA-066) from Pittsburgh, PA sent a thick packet of pages from an ARINC (Aeronautical Radio, Inc.) booklet with textual data and U. S. wide charts. I should now have everything there is to know about U. S. ARINC freqs except late-breaking changes. Rod Bourne (VA-012) had just sent me a packet of updated frequency changes through May, 1981. For example the SFO (San Francisco) to SEA (Seattle) route is now 129.85 vice 131.8 MHz. John also sent some neatly hand-lettered list of aviation freqs for the Pittsburgh area which I shall reproduce herein as they are quite legible. (It is preferred that all data be typed, however.)

As an update report on my grandkid, Baby Jessica, she is pudging up--10 Lbs already. To put things in perspective, she'll graduate from high school in the Class of '99 or 2000. I'll be 64 then. What will you be doing? Eighteen years ago sure wasn't very long ago. Vietnam had already started. You do remember Vietnam don't you!?

Frank Egbert (NY-176) from Brooklyn inquires as to what I recommend in monitor antennas for his ACT 720-A, BC 300 and Sony ICF-2001.. Write to some of the foregoing advertisers. Grove, of course, has his "Scanner-Beam" which I've never tried. I use a Radio Shack 152-512 Mhz ground-plane jobbie (#20-176 $12.95) for my UHF and a Winegard (the TV antenna company) SM-2200 omni-directional (about $30.25 list) for my BC-220. Frankly, I can't tell the difference in them. CUSHCRAFT CORP., P. O. Box 4680, Manchester, NH 03108 offers an extensive line ("Proline") of commercial grade antennas including all sorts of stacked arrays, etc. if you really want to fake out your neighbors across the street! Their antennas run $80+, but if you can afford more than a coat-hanger array, you might try them. Shop around.

Speaking of shopping around, David Montgomery (AR-015) says he got a BC-220 reduced as a floor model for $179.98. Now you can't beat that with a forked stick! He says it's all my fault he had to buy an aircraft-capable scanner, anyway. David, isn't there any C-130 traffic around Little Rock on VHF?

Charles Epps (MO-017) notes that it is because he bought a BC-300 that he can't afford more than a coat-hanger. Sorry.

William G. Smidt (CALA-464) sends an extensive listing of Ontario Airport area freqs, but as they are not reproduceable as written, I'll just not be able to include them here.

Larry S. Danko who seems to have about twenty different call signs/letters including NJ-075 sends a complimentary card. Thanks Larry.

Dennis Edwards (NY-021) sends a nice letter and asks some technical questions about how the Army ground units and Air Force aircraft control system works. Dennis, I spent about three weeks at Hurlburt Field (Eglin Aux. #9) in Fort Walton Beach, FL supposedly learning. About all I remember is that their little tanks were fun to drive (Army's little recon jobs) until an F-100 pilot buddy of mine totalled one out trying to run over a full grown cypress tree. They wouldn't let the A.F. run them anymore after that. Anyway, I never did work with the very complicated Direct Air Support System after that, so can't help you very much here. I did work some with the Army SOG teams (Special Operations Groups) in SEA, but that was clandestine operations, very scary, and not widely published. Suffice it to say, the Army had some mean dudes--and WEIRD. Well, enough about that! Hey, these days I'm more into meta-physics, mind control and meditation than killing folks. I have a brass mug on my mantle that a spider lives in now that is engraved "56th Special Operations Wing, Nakhon Phanom RTAFB"(Royal Thai Air Force Base) with one of my favorite quotes on the other side: "Combat flying is a helluva lot more fun at the bar than in a sky full of flak" NAIL 58, 80 Night Missions, Laos. That about sums it up for me. The 56th Wing did get a Distinguished Unit Citation or whatever the heck the gold-bordered award was called. Anyway, it looked good on a uniform with an oak leaf cluster (2nd award). Ha

FOREWORD

This publication contains a series of charts showing the ARINC Air-Ground VHF Radiotelephone Stations that are arranged as networks and operate 24 hours a day, seven days per week to satisfy the operational control communications requirements of the airlines and other organizations.

Each network is composed of favorably sited, unattended, remotely controlled VHF stations (transmitters and receivers), which are linked together by telephone lines extending from one or more ARINC Communication Centers. All network stations are interconnected so that all transmitters on a particular network can be activated simultaneously on a common frequency by the ARINC Communication Center(s) that control that network.

The VHF Networks operate on frequency assignments from the 128.85 to 132.0 megahertz band. The frequency assignments are staggered so that adjacent networks do not cause interference to one another.

National Weather Service aviation weather observations and forecasts are available at all ARINC Communication Centers and will be transmitted upon request.

A time signal (a tone one second long) is transmitted on the VHF networks twice each hour. The first time signal starts at 29 minutes, 59 seconds past the hour and ends at 30 minutes past the hour. The second time signal starts at 59 minutes, 59 seconds past the hour and ends exactly on the hour.

To guard against equipment damage and interference which could result if a transmitter operated continuously in a "carrier on" condition, each network

transmitter is equipped with a time-out device which will turn the transmitter off after 90 seconds of continuous operation. The time-out device re-cycles to zero instantly when the ARINC operator releases his push-to-talk switch. Therefore, on long transmissions ARINC operators release the push-to-talk switch momentarily at 50 to 60 second intervals to reset the time-out device.

To facilitate the relay and delivery of air-ground messages, all ARINC Communication Centers have access to the ARINC Electronic Switching System, which provides automatic switching of teletype messages to other ARINC Communication Centers, airlines, and other offices.

RADIOTELEPHONE OPERATING RULES

Radio communication service provided by the stations listed in this publication consists of the transmission and reception of messages by radiotelephone between the ground stations and aircraft. Acceptable messages are limited to those of immediate concern to the safe, expeditious, and economic conduct of the flight operations being undertaken.

PERMISSIBLE COMMUNICATIONS

The following categories of A/G traffic are acceptable to or from an airplane only during the period that airplane is in flight status. (Flight status is defined as beginning when the flight crew enters the flight deck of the aircraft for a particular flight and ending when the flight crew leaves the flight deck at the termination of that flight. When an aircraft must be taxied by ground personnel it is considered in flight status to the extent that the taxi instructions and related essential information may be exchanged on A/G channels. Communication while a plane is not in flight status must be limited to checks of the communications equipment):

Messages Relating to the Operation of the Aircraft Itself

(A) Communications relating to the initiation, continuation, diversion or termination of a flight.

(B) Performance of the aircraft, including its components.

(C) Information of value to the crew in accomplishing that particular flight.

(D) Information of value to ground personnel concerned with the safe and efficient operation of the flight.

(E) Information of value to other flights in the same area.

(F) Supplementary information and corrections pertaining to weight, balance, and/or passenger counts.

(G) Medical or other urgent information pertaining to individual passengers.

(H) Connections with onward air transportation.

(I) Connections with other transportation.

(J) Essential supplies and services.

UNAUTHORIZED MESSAGES - UNACCEPTABLE COMMUNICATIONS

(A) Personal messages to or from crew or passengers.

(B) All other communications which do not reasonably fall into the permissible communications category.

Care should be used in the composition of messages intended for transmission on the air-ground operational control channels. Permissible message content can become unacceptable through poor choice of wording.

RADIOTELEPHONE OPERATING PROCEDURES

The aircraft radio station operator should first make sure that his receiver and transmitter are tuned to the proper frequency; then listen to the frequency on which he intends to transmit to assure that the channel is clear before starting transmission.

EMERGENCIES

The spoken word "MAYDAY" is the international radiotelephone distress signal. It commands priority over all communications and is to be used only when an aircraft is in distress.

PRIVACY OF COMMUNICATIONS

Privacy of communications is assured to all persons making use of radio station services. This right of privacy prevails against anyone, whether a private person or a Government official. Basically, Section 605 of the Communications Act of 1934 prohibits any unauthorized divulgence, publication, or interception of any communication, whether by radio or wire.

Penalties for violation of the Communications Act of 1934 provide for fines up to $10,000.00, imprisonment, or both.

AUDIO RECORDING

Users are advised that communications exchanged over the radio facilities listed in this publication may be recorded on audio tape as authorized by the Federal Communications Commission. Such recordings are retained for a period of at least 30 days.

ACCURACY OF INFORMATION

This is not a flight operations manual and information herein must not be relied upon for flight safety. All details are subject to change without notice. Changes are constantly being made.

ARRANGEMENTS FOR SERVICE

TO ARRANGE FOR USE OF SERVICE, CONTACT:

AERONAUTICAL RADIO, INC.
ATTN: SERVICES DEPARTMENT
2551 Riva Road
Annapolis, Maryland 21401
Phone: 301-266-4000

FROM MICROFICHE FILE - FOR PITTSBURGH AREA:

122.950	KNY8	BECKETT AVIATION CORP
123.000	"	" " "
123.050	WZZ2	WEISS AVIATION CO.
123.350	KPB7	ROCKWELL INTERNATIONAL
128.900	KGE9	AIRINC

129.050	KNJ7	AIRINC
129.200	KWI2	"
129.225	KWI2	"
129.300	WCZ8	"
129.325	KWI2	"
129.800	WOM2	"
129.950	KMO5	"
130.000	KGC2	"
130.000	KND4	"
130.050	KGC2	"
130.050	KND4	"
130.050	WPA2	"
130.100	KGC2	"
130.100	WPA2	"
130.225	WBW7	"
130.300	KHP7	"
130.500	KGC2	"
130.500	KND4	"
130.500	WPA2	"
130.700	WXE8	"
130.900	KGF8	"
130.925	KND4	"
131.050	WBW7	"
131.150	WZBG	"
131.550	KUT9	"
131.700	KHU4	"
131.925	WCP8	"
131.950	KHK2	"

And How 'Bout This:

464.525	IB	KFU434 U.S. Airline

Some Company Freq's for Pittsburgh:

129.200	AA
130.900	EA
130.050	AL (U.S. AIR)
130.050	AL "
130.000	" "
130.500	" "
131.700	NW
130.300	United States Steel
128.900	XA (?)
131.950	Beckett
129.200	TWA
129.300	UA
130.700	EA
131.150	
129.950	TACAIR
131.925	FEDERATED
129.050	AL (U.S. AIR)
131.550	XA (?)

Baggage	Handling	
460.675	KAV972	TWA
460.700	(?)	U.S. AIR
460.725	KBO744	UNITED
460.750	KQI791	EASTERN
460.775	KZT263	AMERICAN

461.325 AIRBORNE FREIGHT
461.500 GREATER PITTSBURGH AIRFREIGHT
461.525 PITT AIR FREIGHT
463.650 AIRPORT PARKING INC
463.650 AIR EXPRESS INTERNATIONAL
464.100 GELCO COURIER INC (AIR COURIER)
460.675 (465.675) T W A
471.8125 FEDERAL EXPRESS CORP

334.100 KGW2 UNITED AIR LINES INC
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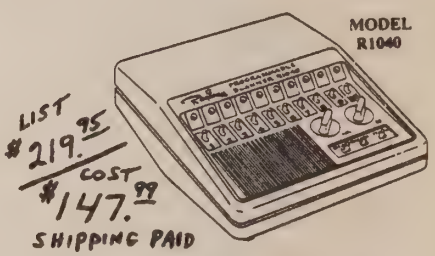

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Beginners Corner

Have a question? If you are a new scanner listener and don't understand something about monitoring that almost everyone else seems to understand, send in your question. When possible, your question and the answer will be printed. No answers will be sent by return mail. Your name will not be printed. Write to: David E. Crowley, 7234 Balson Ave., University City, MO 63130.

Q. I live near several powerful FM broadact stations whose signals interfere to such an extent that I cannot scan frequencies in the 42 MHz band, although I have had good luck with tuned wave-traps for specific FM broadcast frequencies. Any ideas?

A. AS you pointed,out this interference results from images of the broadcast signals appearing when the receiver is ostensibly tuned to 42 MHz. What is needed is an RF band-reject filter which is more broadly tuned than the narrowly tuned wave-trap and could attenuate signals in a significant portion of the FM band. Commercial-grade filters of this type are available, but at considerable cost. However, there is a hobby-grade device on the market, a'Scanner Filter', from Grove Enterprises (800-438-8155) which might help. I emphasize, "might", because it contains only a few simple components and its reject band may be too narrow to reduce interference from different regions of the FM band simultaneously. In June 1981, this device was reviewed in the Technical Topics column of the Newsletter with the emphasis on its meager electronic circuitry for the demanding filtering task at hand. In this writer's opinion, a review of this type should serve as a caution to the buyer who might otherwise expect it to perform miracles. I, for one, would welcome reports from this and other readers on its performance with various kinds of interference problems.

Q. I use 35 feet of coaxial cable to connect my scanner to its outside antenna. Will the 35 feet of cable waeken reception in my radio.?

A. Yes. For 35 feet of RG58A/U cable, the signal loss is 2.1 dB and for RG8A/U cable the loss is 1 dB at 150 MHz. At 450 MHz, the losses are 4.2 and 1.6 dB respectively. Only your own ear, comparing results with the two cable lengths you mentioned, can determine if the 35 foot loss is significant. Note: A 3 dB loss corresponds to a 30% voltage drop, while 6 dB cuts the voltage in half.

Business, Etc.

Send your contributions to Larry Smith, 1223 Vinsetta Blvd., Royal Oak, MI 48067.

THE 1982 WORLD'S FAIR -- BOOM OR BUST FOR THOSE TAKING SCANNERS??

THE FEBRUARY 21, 1982 ISSUE OF THE DETROIT FREE PRESS RAN A STORY OF THE 1982 WORLD'S FAIR COMING TO KNOXVILLE, TENN. THIS YEAR. FOR THE MEMBERS OF R.C.M.A. AND NON-MEMBERS ALIKE WITH POCKET PROGRAMMABLES MIGHT BE DUE FOR SOME VERY INTERESTING MONITORING.

WITH THIS COUNTRY'S ECONOMY, SEEMINGLY GETTING WORSE BY THE DAY, THOSE WHO WILL BE ABLE TO DO ANY TRAVELING THIS SUMMER AND

INTO THE FALL WILL PROSPECT THE IDEA OF ATTENDING SOMETHING BIG FOR A CHANGE. EVEN THOUGH THE ARTICLE SAID 40-MILLION PEOPLE PLUS ARE EXPECTED TO ATTEND THIS GUY FOR ONE, WILL BE GOING IN THE OTHER DIRECTION, NORTH. I LIKE BIG HAPPENINGS BUT I'M NOT THAT CRAZY GOING THAT FAR FOR THEM.

ONE OF THE EXHIBITS PLANNED FOR THE FAIR WILL BE "DAIRYMEN, INC." EITHER OUT OF VIRGINIA, NORTH CAROLINA OR LOUISIANA OR ALL THREE AREAS SHOWING "MILK THAT NEVER REQUIRES REFRIGERATION." FOR THOSE WHO LIVE CLOSE TO OR NEAR THEIR OPERATIONS YOU MIGHT LISTEN IN ON THEIR LISTINGS TO FIND OUT MORE OF THEIR PLANS FOR THE FAIR.:

35.980	KAY-508	DAIRYMEN, INC.	BRUMLEY, VA
31.280	KAY-508	DAIRYMEN, INC.	* ABINGTON, VA
460.050	KAY-508	DAIRYMEN, INC.	* ABINGTON, VA
465.050	KAY-508	DAIRYMEN, INC.	* ABINGTON, VA
461.500	KXN-914	DAIRYMEN, INC.	KING, NC
466.500	WAT-873	DAIRYMEN, INC.	GREENSBORO, NC
461.600	WYD-524	DAIRYMEN, INC.	FRANKLINTON, LA
466.600	WYD-524	DAIRYMEN, INC.	FRANKLINTON, LA

[*] SPECIAL INDUSTRIAL SERVICE

MEMBERS LIVING CLOSE TO OR IN THE AREA OF KNOXVILLE, TENN. ARE HEREBY INVITED TO SEND IN YOUR CONTRIBUTIONS ON THIS HUGE EVENT. WHAT INFORMATION YOU ARE ABLE TO FIND, EVEN THOUGH YOU MAY NOT HAVE THE FREQUENCIES [I MIGHT], JUST INFORM US OF THE SERVICES YOU ARE ABLE TO LOCATE AND "YOU WILL BE GIVEN CREDIT IN THIS COLUMN" FOR YOUR EFFORTS, SOMETHING WE ALL NEED.

FOR THOSE WHO MISSED THE ARTICLE THIS EARLY IN THE YEAR IN YOUR LOCAL NEWSPAPER [TRAVEL COLUMN] THE FAIR STARTS MAY 1st AND RUNS 'TIL OCT. 31st 1982.

-- LARRY [MI-001]

Miscellany

Three New York-area RCMA members are preparing a comprehensive frequency directory for New York City and the surrounding area. It will include public safety, federal and other non-governmental frequencies, maps, 10-codes and other information. For information, contact: Rick Prelinger (CA-SF-002), P.O. Box 368, Canal Street Station, New York, NY 10013.

BC-100 HINTS

The overall design of the Bearcat 100 Scanner is quite good. As expressed by other users, something is missing. 1) provision for an external antenna. 2) more powerful amplifier/speaker system. 3) a 12v dc power cord for mobile use. 4) a belt clip. 5) quality squelch; I've found my unit locking-up on too many channels.

Solutions:

1) Normally, the need for an external antenna is eliminated by the excellent design of the rubber duck. However, I have found the

low VHF frequencies difficult to receive in an automobile. To solve this problem, I have attached a mobile antenna by means of adding a test lead adapter cable. The cable is made up of an alligator clip at one end and a No. 10 spade tongue non-insulated terminal at the other. Loosen the BC-100 antenna and insert the spade lug around the screw post of the antenna. This will also allow you to clip to a base station antenna the same way. Radio Shack has the terminal in a package of 24 for 99 cents (64-3034).

2) Olympus Optical Company, manufacturer of Pearlcorder Micro-cassette Recorders has an excellent Amplifier/Speaker Unit, Model No. SP 2 which will plug into the BC-100 earphone jack. It is battery operated and can also be used with a battery eliminator, Model No. A-307. As a substitute for this unit, Radio Shack has an Amplifier/Speaker (277-1008), $11.95. An adapter cable from a subminiature plug to a miniature plug will be required.

3) Radio Shack also has a DC Power Cord (270-1533), $3.29, which will work with the BC-100. CAUTION: The BC-100 requires the positive (+) dc voltage to be applied to the center pin of the external power connector. The Radio Shack DC Power Cord may, or may not, be wired correctly. The best way to test the cable is to use a voltmeter to measure for a positive voltage at the center pin. If it is not correct, follow the directions included with the cable to reverse the wiring. Using the automobile 12 volt power will give you a bonus feature by recharging your batteries in the BC-100. The charge circuit of the BC-100 will allow for the difference in voltage. If in doubt, measure the output of the adapter supplied by Electra.

4) I have added a belt clip to my unit. However, I recommend that you do not try. Opening up the back of the BC-100 is an extremely difficult task. The crystals are up against the back cover and could be severed! This should be as a note to Electra: Next time add a provision for a clip. Someone at Electra isn't in the real world. The case supplied is far from satisfactory. Look at Motorola and other suppliers of portable equipment.

5) Unfortunately, there doesn't seem to be anything we can do about the frequency lock-ups, except to complain to Electra. I believe we will have to wait until another manufacturer releases a competitive product to the BC-100. I don't like the idea of using a deformed product, however, I wouldn't want to be without it, either.

Dick Habegger (CAOR113)

BELOW 30 MHZ

Robert Horvitz, editor

This column is for AM, SSB, RTTY, CW & FAX reception reports, explanatory notes, articles, news & questions related to HF utilities. Services covered in this column include civilian aeronautical, coastal/marine, government, military, weather, etc.—essentially everything except broadcasting, CB & amateur radio. Send to: Robert Horvitz, 54 East Manning St., Providence, RI 02906
If you need a reception report form, please enclose a SASE with your request.

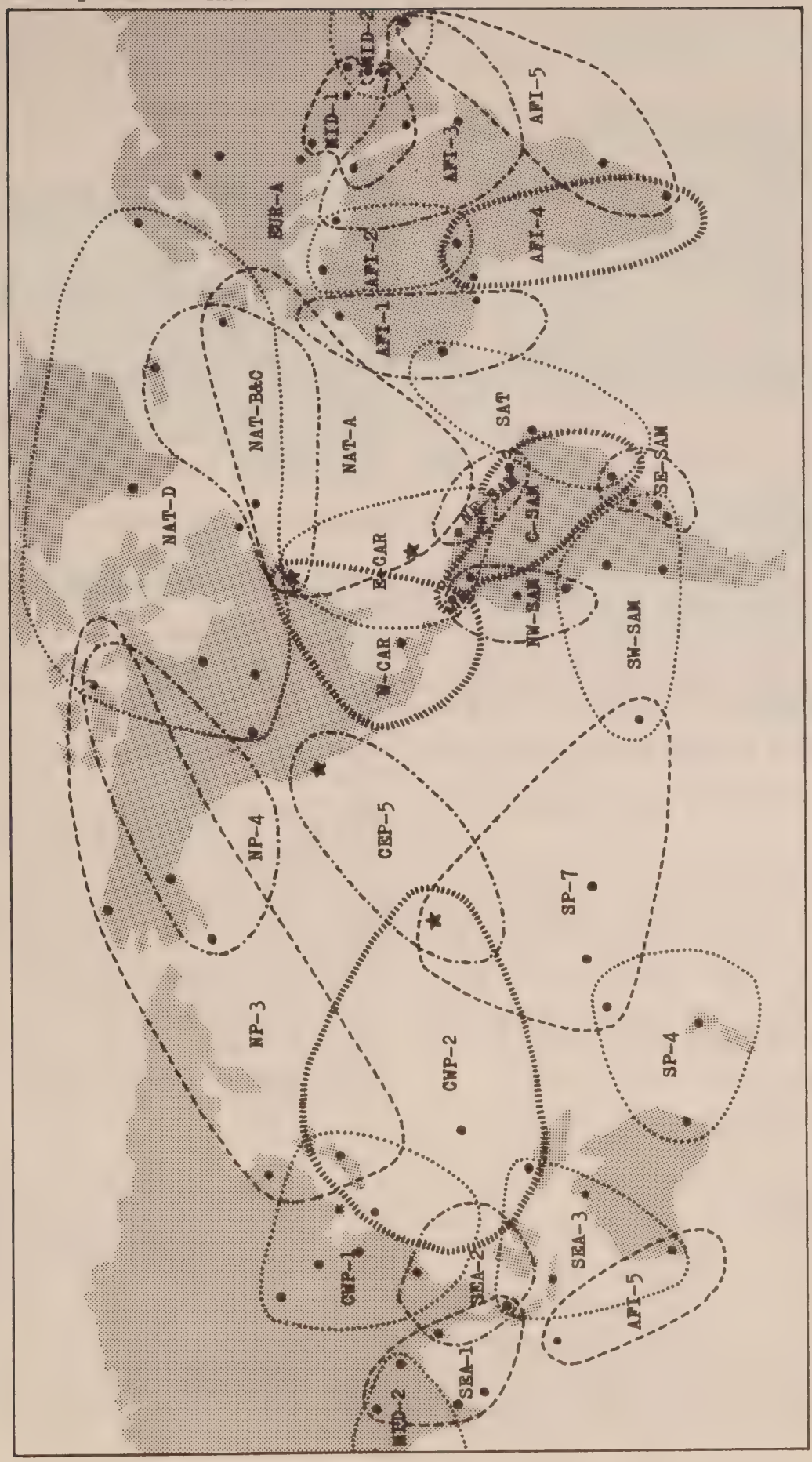
We start off this month with excerpts from a document every serious HF utophile should own: Worldwide Crisis Alerting Network, Phase II. Task 2. Identification of Existing Systems, prepared for the Defense Communications Agency by ARINC in 1980, 248 pp. Available from NTIS, Springfield, VA 22161 for $18.50 on paper or $3.50 on microfiche, order # AD-A098 642/2. The DCA wants to identify actual and potential interfaces between DoD and major non-DoD long-distance communications systems, and to standardize & simplify interface procedures "to permit incidents, that are first recognized outside the military, to be reported quickly and efficiently to the proper authorities." The purpose of this report "is to identify and describe principal in-place communications systems serving the commercial aviation, maritime and offshore petroleum industries as well as non-DoD government entities (e.g., FAA and Coast Guard), and NATO"--many of which use HF radio links.

The largest of these is the Aeronautical Fixed Telecommunications Network which "provides for necessary air/ground communications for all the world's commercial aviation. The network exists on the basis of international agreements sponsored by the International Civil Aviation Organization." ICAO, as you may know, is one of the UN's specialized agencies, with over 150 member nations. In the US, the FAA is responsible for AFTN operations, though it is ARINC (Aeronautical Radio, Inc.), the non-profit corporation owned by some 130 US air carriers, which actually provides air traffic and radiocommunication services for the FAA.

ARINC operates 5 centers at which HF & VHF air/ground fqs are continually monitored (guarded). When an aircraft contacts ARINC, the contact is picked up by a transceiver in line-of-sight of the craft and is carried by land-line to Honolulu, San Francisco, Chicago, New York or San Juan, where an ARINC radio operator acknowledges the contact. Each operator's work station can provide a direct voice-path to ground-support services (dispatch, maintenance). On first contact, the operator readies his or her CRT/keyboard to copy the conversation as a written message for forwarding to a particular destination, as well as for ARINC's permanent files. All conversations on all guarded fqs are also tape-recorded and retained for a month, so that if an emergency occurs, a complete record of the relevant radio conversations is available. It is estimated that 82% of all present voice contacts will eventually be replaced by ARINC's new digital Communications Addressing and Reporting System. So if you want to listen in, better now than later!

ICAO HF En-Route Voice Networks

Area	Frequencies (MHz)	Major transceiver sites (see map)
SEA-1	2.987, 5.673, 8.882, 13.268, 17.965	Bangkok, Calcutta, Colombo, Delhi, Madras
SEA-2	2.868, 5.624, 8.840, 8.868, 13.312, 17.965	Bangkok, Hong Kong, Manila, Singapore
SEA-3	2.987, 5.673, 8.868, 8.854, 13.288, 17.965	Darwin, Jakarta, Perth, Singapore
CWP-1&2	2.896*, 5.505*, 6.631, 8.854*, 11.303*, 13.296*, 17.909*	CWP-1: Hong Kong, Manila, Naha, Peking, Seoul, Shanghai, Tokyo, Ulan Bator. CWP-2: Guam, Honolulu, Manila, Naha, Tokyo, Wake Is.
	*Used by ARINC	



Redrawn from Worldwide Crisis Alerting Network, Phase II. Task 2. Identification of Existing Systems (1980) by H. P. Himpler, J. F. Holmes, and G. K. Pruitt of ARINC. This plan went into effect November 30, 1978 and does not reflect changes decided at WARC-79, which have not yet been implemented. ★ = operated by ARINC

Below 30 MHz continued

NP-3&4	2.910, 5.589, 8.938, 13.264, 17.909	NP-3: Anchorage, Cold Bay, Khabarovsk, Port Barrow, Resolute, Tokyo NP-4: Anchorage, Cold Bay, Resolute
CEP-5	3.001, 3.467*, 5.554*, 5.603*, 8.875*, 8.931*, 13.312*, 13.336*, 17.909*	Honolulu, San Francisco
SP-6&7	2.945*, 5.638*, 8.847*, 13.304*, 17.909*	SP-6: Auckland, Nadi, Sydney SP-7: Easter Is., Honolulu, Nadi, Pago Pago, Tahiti
NW&SW-SAM	2.889, 4.696, 6.666, 8.826, 11.343, 17.917	NW-SAM: Balboa, Bogota, Lima, Quito SW-SAM: Antofagasta, Asuncion, Buenos Aires, Easter Is., Lima, Montevideo, Santiago
NE,SE&C-SAM	2.910, 5.582, 8.847, 11.327, 13.320, 17.917	NE-SAM: Belem, Caracas. C-SAM: Balboa, Belem, Bogota, Rio de Janeiro SE-SAM: Asuncion, Buenos Aires, Montevideo, Rio de Janeiro
SAT	3.432, 6.610, 8.882, 10.049, 13.344, 17.949	Dakar, Recife, Rio de Janeiro
W-CAR	2.966, 5.568*, 6.561, 6.568, 8.840*, 10.017*, 13.320*, 17.925*	Balboa, Merida, New York
E-CAR	2.952*, 5.484*, 6.540*, 6.568, 8.959*, 11.343, 11.367*, 17.925*	Balboa, Bogota, Caracas, New York, San Juan
NAT-A	2.931*, 5.610*, 8.945*, 13.328*, 17.941*	Gander, Lisbon, Madrid, New York, San Juan, Santa Maria, Shannon
NAT-B	2.987*, 5.673*, 8.889*, 13.288*, 17.941*	Gander, New York, Reykjavik, Santa Maria, Shannon
NAT-C	2.945, 5.638, 8.854, 13.288, 17.941	Gander, New York, Reykjavik, Santa Maria, Shannon
NAT-D	2.868, 5.624, 8.910, 13.328, 17.941	Bodo, Churchill, Edmonton, Gander, Goose Bay, Resolute, Reykjavik, Shannon, Sondrestrom, Winnipeg
AFI-1	3.432, 6.610, 8.882, 13.344, 17.925	Abidjan, Casablanca, Dakar, Lisbon
AFI-2&4	3.411, 5.519, 8.826, 13.304, 17.925	AFI-2: Algiers, Kano, Malta AFI-4: Accra, Kano, Johannesburg
AFI-3	2.966, 5.505, 8.959, 13.336, 17.925	Bombay, Cairo, Jeddah, Malta, Narco
AFI-5	3.481, 6.561, 10.025, 13.336, 17.925	Bombay, Johannesburg, Narco
EUR-A	2.910, 4.609, 6.582, 8.875, 11.303	Moscow, Leningrad, Istanbul
MID-1	3.404, 5.603, 8.847, 13.336	Ankara, Baghdad, Bahrain, Cairo, Jeddah, Tehran
MID-2	3.446, 6.624, 10.009, 13.336	Abadan, Bahrain, Calcutta, Delhi, Tehran
LDOCF	6.526*, 10.003*, 13.356*, 17.941*, 21.996*	(A call to the local airport yielded an ATC supervisor's guess that this refers to domestic Long-Distance On-Course Flights. Anyone know f'sure?)

.....

Aero Band Changes due to WARC-79

The above fq plan will be changing soon, according to a very informative letter from a British member who asks to be identified only as Ian: "Due to the effects of WARC-79 there are a number of changes in the pipeline. As a consequence of new frequency allocations, new band plans will be produced. In the aeronautical bands, there were no changes except 21.870-22.000 MHz, where Aero Fixed & Mobile,

which had shared the band, are now separated out: Aero Fixed will be 21.870-21.924, Mobile (R) will be 21.924-22.000. /R = for air carrier aircraft on established air routes; in contrast to OR = "off route" channels, which are mainly military--ed/

"But there is a new plan to be introduced due to the conversion from AM to USB. The old 7 & 8 kHz-wide channels will be replaced by 3 kHz channels from 1-2-83. USB equipment may be introduced before then, and, if no interference is caused, it can be operated on the new channels. (I have noticed a new Russian meteo/VOLMET working on these new channels.) Note that the Aero (OR) plans are not changed and have remained the same since 1959 as they have not been implemented.

"Manned space vehicles may now use Search & Rescue (SAR) channels: 2.182, 3.023, 5.680, 10.003, 14.993, 19.993, 121.500, 156.800, and 243.000 MHz.

"New modulation types will be allowed: after 1-2-83, A3J (upper-sideband suppressed carrier), A2H (selcal), F1 (RTTY) and A1 (CW). A3 and A3H will be allowed until 1983 but can be phased out by 1987 if the carrier does not cause interference.

"To summarize the plan for the Aero (R) bands, practically all carrier frequencies will have to change to conform with the new channel-spacing plan. 3 kHz channels will occupy these bands, lowest & highest (suppressed) carrier fqs are given:

2.851-3.019 MHz	5.451-5.475*	8.816-8.960	13.261-13.357
3.401-3.497	5.481-5.676	10.006-10.096	17.901-17.967
4.651-4.696	6.526-6.682	11.276-11.396	21.925-21.997

*only in Region 2, the Americas

Aircraft will now be able to transmit HF when on the ground to ATC & FIS stations as well as to companies.

"Changes to Major World Air Route Areas (MWARAs) are: USSR is now included in North Central Asia (NCA). Indian Ocean (INO) replaces AFI-5.

"USSR also gets a new VOLMET net called NCA-MET. SAM-MET (South America) is new with Buenos Aires, Brasilia & Lima; CAR-MET (Caribbean) with Miami & Merida; part of Spain could be in either net. Formally introduced are nets for worldwide company use, arranged into a net for each of the 5 continents: I = Europe & USSR; II = North America; III = Asia, Australia & South Pacific; IV = Central & South America; and V = Africa & Middle East."

Thanks for this synopsis, Ian. We look forward to the material you've promised to send in the near future!

.....

Mail

Since I have some space left, this is a good opportunity to thank all of you who've written me, and the RCMA officers, in support of continued HF coverage in the Newsletter. I never did understand why some members wanted to eliminate it. "Band chauvinism" perhaps. But as Bob Rankin (KS-001) points out, HF systems, apart from their intrinsic interest, often complement VHF/UHF systems. Aircraft, for example, sometimes switch from VHF to HF within a single flight, so without HF you can't get the whole picture.

Many of you obviously knew this. Mike Redman wrote me, even before my first column had been published, that his mail "so far is running 2 to 1 in favor of retaining HF, and if the trend continues, it will stay."

My mail has run 42 to 0 in favor of HF, but of course this is a much less representative sample. Only 2 people have complained about the elimination of the log (as of mid-February)--one of them Ian, from whom we've just heard. Several people have commented on the log's legal status. This is a very complex question --not enough room to tackle it here, but certainly I'll summarize the discussion in a future column.

Aside from simple pros and cons, I've gotten several detailed and insightful suggestions about how the column should be oriented. These have been a big help, and have influenced my own judgments. Further suggestions, as always, are invited. I want to thank Mike Chabak in particular for sharing some of his extensive knowledge and experience. He's the Utility Editor of SPEEDX as well as an RCMAniac, and by the time you read this, the new edition of the SPEEDX Utility Guide should be out. Sorry I don't have the address at hand. Bye for now. From Larry Reed (CT-046)

CANADA

Send Canadian frequency information, radio system details, other information relating to Canadian monitor radio listening, and questions to: Robert Berezowski, 5832 Dalhousie Drive NW, Calgary, Alberta T3A 1T1 Canada.

Hello all and welcome back for another month. I hope you are all well. My university studies are so far going well. Life in the Engineering Faculty is something else. There is no comparison to the mundane things that go on in the other faculties on the campus. What other faculty can boast Queen Week, Lady Godiva ride, and the Chariot Races? One note about the Chariot Races. Interference with other teams was allowed. Of course that's no comparison to the stunt pulled by our "colleagues" in the U.B.C. Engineering Faculty. They managed to hang a VW Beetle on a cable from the center of one of the bridges in the Vancouver area.

Anyway, the university campus offers a lot of potential for the gaining of information in our hobby. For example, the UofC Library has a lot of interesting publications dealing with various government agencies. And surprisingly enough, the University Bookstore has been helpful. There I picked up a copy of the latest issue of the Table of Frequency Allocations.

This is a publication of the DOC. It is 237 pages, and about 6" by 4". This table lists all the allocations of services for the frequency range of 9 kHz to 275GHz. (I don't think anyone has found a way to program the BC250 that far out of range) Also included are a list of interesting footnotes, both for the ITU allocations and the DOC allocations. This table does not give actual frequencies, but bands of frequencies. It is available by mail from Dept. of Supply and Services, 45 Sacre-Coeur Blvd., Hull, Quebec, K1A 0S7, or at any bookstore that sells DSS publications.

As promised last month, here is the rest of the list from Carl (CAN-066) for the Windsor Area.

O.P.P. Essex		Dispatch		42.060
		Mobile		42.220
		Car to Car		42.270
		Aircraft		42.000
RCMP	XJO-45			140.190
				140.310
				140.400
Sandwich West Police				142.335
				142.770
Essex Town Police				458.125
CP Rail Police				161.475
				161.070
Chrysler Security				155.070
Essex Body Removal				162.630
Windsor City Hall				169.000
				169,110
Windsor Public Works				162.330
				169.110
Huron Walker Security				160.060
				160.480
Allied Chemical	CPJ 930			158.340
Windsor Transit				162.180
Sandwich West Public Works				159.450
Windsor Taxi			(image?)	162.525
			(image?)	165.025
			(image?)	161.940
Union Gas			(image?)	163.275
Windsor Communications				158.160
Salvation Army	XNY 749			162.180

Thanks Carl for that interesting list. On the following pages are two pages of a very comprehensive list for the Victoria, B.C. area sent to me by Myron (CAN-057). The page on the Pacific Coast Marine frequencies should have gone to the VHF Marine editor; indeed it did. However Rod did not receive it until he had already sent in his last column. I'm sorry to see you go Rod, I really enjoyed your column and I found it very interesting. Rod suggested that I print Myron's marine information as soon as possible. The page that appears this month will be followed next month by the other pages. The other page of Myron's list concerns the British Columbia Dept. of Emergency Health Services, a province-wide ambulance service.

In Canada, the quality of the ambulance services on the whole is somewhat below the U.S. In the majority of the cities in Canada, there is no paramedic service. The exceptions are **Vancouver, Calgary, Edmonton, and in Lethbridge, Alberta.** To my knowledge there are no other paramedic services in Canada. Toronto might have a paramedic service, I am not sure. To the uninitiated, here are a few words of explanation. An EMT (Emergency Medical Technician) knows some first aid, and CPR (Cardio-pulmonary resuscitation). A Paramedic is qualified to administer certain drugs to sustain life in the field. The PM is in constant touch with a doctor at a nearby hospital. In a sense they are the eyes and the hands of that doctor.

In B.C. the ambulance service is province-wide, even in some of the more remote areas. I believe that only Vancouver actually has paramedics. I believe the other areas in B.C. are served by EMTs. Myron's list has some good information on this service.

In Alberta, no province-wide service exists. The province is considering whether they should propose a proposal to set up a province-wide ambulance service. The ball sure is being fumbled. In Edmonton, a PM service was recently set up. I don't have very much information on them, except for the following frequencies courtesy of Harry (CAN-074). Ch. 1 413.5625/418.5625
2 413.6875/418.6875
3 413.7625/418.7625
4 413.9125/418.9125

In Calgary, the paramedic service is a division of the Calgary Fire Dept. The ambulances are dispatched from 14 of the 23 firehalls in the city. Twenty-five modular ambulances are used; 14 are on emergency response from the halls, 4 are used for non-emergency transfers, and 7 are used as spares. The radio channels are shared with the Fire Dept. units.

Ch. 1 413.7125/418.7125 Zone 1 Enroute/Dispatch
Ch. 2 413.3375/418.3375 Zone 2 Enroute/Dispatch
Ch. 3 413.6625/418.6625 Zone 3 Enroute/Dispatch
Ch. 4 413.7875/418.7875 Zone 4 Enroute/Dispatch
ECG 1 452.3625/457.3625 Telemetry
ECG 2 452.6875/457.6875 Telemetry
ECG 3 452.2375/457.2375 Telemetry

Well, I know that was a very brief look at each service. If you have anything to add to the information above, or if you have information on the ambulance service in your area, please pass it on to me and I will publish it. As I mentioned before I will close with those two pages from Myron. Best wishes to all and I hope to hear from you soon. For me, it's back to the books. Does anyone out there know what the integral of ln(tan(x-3))-sec(y/a) is? HELP!

PACIFIC COAST MARINE

B.C. TELEPHONE COMPANY

VHF MARINE TELEPHONE

CHANNEL	TRANSMIT	RECEIVE
23	161.75	157.15
24	161.80	157.20
84	161.825	157.225
25	161.85	157.25
85	161.875	157.275
26	161.90	157.30
86	161.925	157.325
27	161.95	157.35
87	161.975	157.375
28	162.00	157.40
88	162.025	157.425

CHANNEL	FREQUENCY	SERVICE
17	156.85	HARBOUR PILOTS
77	156.875	HARBOUR PILOTS
70	156.525	RECREATIONAL CRAFT
71	156.575	RECREATIONAL CRAFT
68	156.425	RECREATIONAL CRAFT
14	156.70	TRAFFIC CONTROL
20	156.00	TRAFFIC CONTROL

TUG OPERATIONS

CHANNEL	FREQUENCY	SERVICE
10	156.50	SEA SPAN TUG & BARGE
18A	156.90	GULF TOWING VANCOUVER
7A	156.35	RIVTOW SALVAGE VANCOUVER

CANADIAN COAST GUARD

CHANNEL	FREQUENCY	SERVICE
19	156.950	VANCOUVER AND VICTORIA DISPATCH
22	157.10	COAST GUARD TO NON GUARD STATIONS
81	157.075	CANADIAN/U.S. COAST GUARD LIAISON

UNITED STATES COAST GUARD

CHANNEL	FREQUENCY	SERVICE
21	157.05	PORT ANGELES & NEAH BAY DISPATCH
81	157.075	SEATTLE PRIMARY DISPATCH
82	157.125	GRAYS HARBOUR DISPATCH
23	157.15	OREGON COAST DISPATCH
83	157.175	COAST GUARD AUXILARY

BRITISH COLUMBIA HEALTH SERVICES

PROVINCE WIDE

149.89	AREA DISPATCH
149.44	AREA DISPATCH
149.68	AREA DISPATCH
149.59	AREA DISPATCH
465.2875	HOSPITAL BASE

AMBULANCE CODES

CODE 0	FOOD PICK UP
CODE 1	UNAUTHORIZED LISTENER PRESENT
CODE 2	ROUTINE CALL NO LIGHTS OR SIREN
CODE 3	EMERGENCY CALL LIGHTS AND SIREN
CODE 4	DECEASED
CODE 5	REQUEST POLICE ASSISTANCE
CODE 6	REQUEST FIRE ASSISTANCE

AMBULANCE 10-CODES

10-1	SIGNAL WEAK
10-2	SIGNAL GOOD
10-3	STOP TRANSMITTING
10-4	AFFIRMATIVE
10-6	BUSY
10-7	OUT OF SERVICE
10-8	IN SERVICE
10-9	REPEAT
10-10	NEGATIVE
10-12	STAND BY
10-19	RETURN TO STATION
10-23	ARRIVED AT SCENE

HEALTH SERVICES CLASSIFICATIONS

ALS	ADVANCED LIFE SUPPORT
BLS	BASIC LIFE SUPPORT
EMA	EMERGENCY MEDICAL ASSISTANT
	3 LEVELS TRAINING

EMA-1	VOLUNTEER OR PART TIME
EMA-2	FULL TIME EMPLOYEE
EMA-3	FULL TIME PARAMEDIC

AMBULANCE CREW QUARTERS ZONE 6

JUBILEE HOSPITAL MAIN DISPATCH CENTER

B-FIREST CAR OUT

FULL TIME STATIONS

ROYAL JUBILEE HOSPITAL	6-1B,6-1C
VICTORIA GENERAL HOSPITAL	6-2
BURNSIDE	6-3
LANGFORD	6-4B
GORDEN HEAD	6-10
SALT SPRING ISLAND	6-12
ESQUIMALT	6-15

C-SECOND CAR OUT

PART TIME-VOLUNTEERS

LANGFORD	6-4C
SOOKE	6-5
VIEW ROYAL	6-6
CENTRAL SAANICH	6-7B,6-7C
SIDNEY	6-8B,6-8C
ROYAL OAK	6-9
PORT RENFREW	6-11

contact / info wanted

This column has two purposes: to help members contact each other, and to help members obtain information directly from one another on various subjects related to 2-way communications monitoring. If you desire to converse, meet, or correspond with other members, by telephone, letter, or cassette tape in a certain geographic area, or with members who have similar listening interests, this is the perfect place for you to make your desires known. Remember -- those who respond will do so directly, so be sure to provide your phone number, the best time to be called, or your address.

Write to: John W. Darr, P. O. Box 1652, Cheyenne, WY 82001

FREQ's TO SWAP: Wish to swap federal frequencies with anyone from any state. (2-3-82)

J. MERRITT (NC-Ø36), P O Box 645, Rural Hall, NC 27045

ISP INFO WANTED: New member interested in obtaining by phone or by mail the 10- and 100-900 codes used by the Illinois State Police. Also need the codes used by the State of Illinois Highway Department. Would like to hear from other RCMA members in Illinois. (2-8-82)

LES BROOKS (IL-215), Box 321, Ogden, IL 61859 // (217) 582-2020 7pm - 11 pm

HELP ME! Wanted: Program book for S.B.E.-Opti Scan. Lost my book! A copy would be a lifesaver!! Please help. (2-15-82)

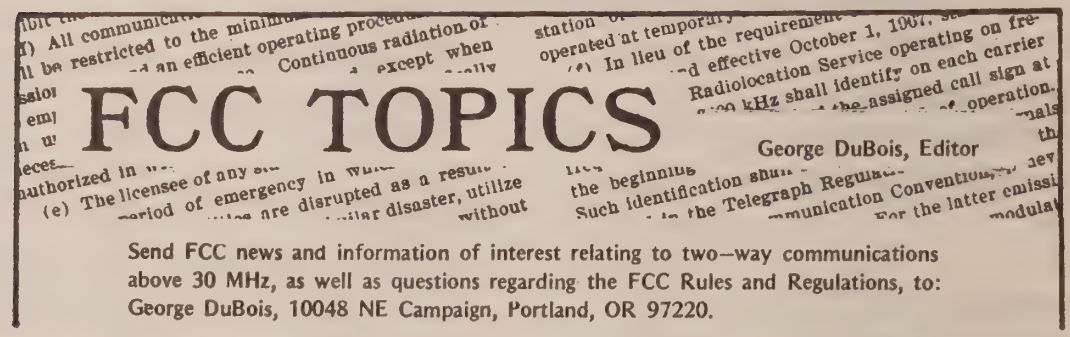
TOM PECOSH (PA-Ø11), P O Box 352, Philipsburg, PA 16866

ATTN: CALIFORNIA FIRE MONITORS An R.C.M.A. member who lives in Southern California, O.E.S. region 6, is interested in O.E.S. fire information, equipment numbers, locations, frequencies, etc. (2-22-82)

RON MURRAY (CA-VE-Ø13), 3650 Schooner Walk, Oxnard, CA 93030

ATTN: CALIFORNIA/NEVADA MEMBERS Minnesota member leaving May 27th for a 2-week vacation. Would appreciate any frequency info you can share for your area -- especially for Los Angeles, San Francisco, San Diego, and Las Vegas area. Will pay for copies/postage. ALSO -- would like to correspond with fellow law enforcement dispatchers and possibly arrange a tour of your comm center. (3-7-82)

CHUCK STEIER (MN-ØØ8), 5024 Logan Ave S, Minneapolis, MN 55419



Send FCC news and information of interest relating to two-way communications above 30 MHz, as well as questions regarding the FCC Rules and Regulations, to: George DuBois, 10048 NE Campaign, Portland, OR 97220.

Not too much exciting to report for the last couple of months. Speaking of which, I try to assimilate all these Orders and proposals and condense them into as detailed of a report as I can. If for some reason you'd like the entire copy of a release as it appeared in the Federal Register, send me a long SSAE, telling me which Order or proposal you want. All I ask is that I get reimbursed for my copying and that all requests are received by the end of the month that they appear in the newsletter. Anyway, on to business.

The FCC has amended Part 90 to allow non-profit corporations and associations of radio users to obtain licenses in the Business and the Special Industrial Radio Services below 512 mHz. This will allow eligible users to share radio facilities on a cost-sharing basis in these services. User groups have been eligible for licensing in all the other Industrial radio services and were even allowed licenses in the Business Radio Service, but only above 806 mHz. The Commission decided the limitation served no useful purpose and it's elimination is part of their effort to simplify its rules and do away with unnecessary restrictions.

The FCC is proposing the reallocation of the 76 to 100 mHz band in Alaska for TV and FM broadcasting. This band was allotted in 1955 for both Government and non-Government Fixed service. The frequencies were required for the Air Force's Alaska Communications System and were not needed for broadcasting at the time. The Alaska Public Broadcasting Commission is now requesting their reallocation, maintaining that there is now a shortage of TV and FM channels in parts of Alaska. The major non-government user of the band presently is Alascom, Inc., which provides communications used in support of oil exploration. After meeting with Alascom and APBC attorneys, the Commission is proposing reallocation of the band for broadcasting, with Fixed service being allowed only on a secondary basis, which would be in remote areas anyway. The exception to this would be the fixed stations presently in service, which would be allowed continued protection from interference by broadcasters.

Forty-eight channels in the 928 to 956 mHz band have been allocated to the Private Operational-Fixed and the Domestic Public radio services on a shared basis. This is the Final Order in a proceeding lasting three years that was originally intended to provide spectrum for automated systems in the Power Radio Service. This Second Report and Order addresses the needs of the other radio users. Fourteen paired channels(starting at 928.0125 mHz for remotes and 952.0125 for "master" stations) and eight unpaired channels (starting at 956.2625 mHz)are available under Part 94 for Private Fixed users. Twelve unpaired channels (928.8625-928.9875 and 959.8625 -959.9875 mHz) will be available to Common Carriers for one-way multiple address use in wide-area paging systems, where a control stations at 900 mHz will be used to remotely key a number of conventional transmitter simultaneously. After five years all 48 channels will be available to either group.

The Commission has released a proposal to amend Part 15 relating to Auditory Training Devices. These are low power transmitters and associated receivers used in institutions for the instruction of hearing-impaired persons. They are allow unlicensed use on a number of frequencies in the 72-76 mHz band, offset by 5 kHz from the Fixed service channels. Their use is also permitted in a number of other bands under Part 15, including the FM broadcast band, but with greatly reduced emission limits. The FCC is proposing eliminating the restriction to institutional use, allowing use of systems in theaters and auditoriums, homes, and even portable use. One petitioner also asks for use of the frequencies 530 and 1610 khz since systems could be provided using ordinary AM radios for receiving. The Commission opposes this because of the potential for interference to the Travelers Information Service on these frequencies.

The Final Order was issued amending Part 87 to conform with the changes made by the 1978 World Administrative Radio Conference on Aeronautical Services. After Feb. 1, 1983, only single-sideband emission will be allowed in the Aeronautical bands between 2850 and 22000 kHz. The new allotment plan calls for channel separation of 3 kHz. New frequencies will be alloted in the HF bands for manufacturers flight test stations. And, since the Enroute Service in this country is on VHF, the HF frequencies alloted to the US will be made available for use for flight test purposes and use in

support of offshore drilling operations. If you want a copy of a list of the new HF allocations, send me a long SSAE with an extra mint stamp inside. (Before April 30, please.)

The FCC will now allow FM broadcast stations to use their Subsidiary Communications Authorization (SCA) to be used to transmit signals for utility load management. These signals (on a subcarrier similar to those Muzak and other services presently use) will allow utilities to regulate peak demand usage at customer's premises. A handful of channels in the VHF-high band are available for this type of use, but the equipment cost is considerably higher and there is growing concern for interference to adjacent Fire Radio service channels. The FCC must have thought that this is a neat idea because they are also proposing to allow load management techniques an AM broadcast stations, too.

The Commission is proposing to amend it's rules to implement the National Environmental Policy Act of 1969. This would classify any application for equipment authorization as a "major action" if the equipment does not comply with RF radiation standards or if proposed operation would result in exposure of the public to excessive RF radiation. Any such "major action" which affects the "quality of the human environment" would require the FCC to prepare an environmental impact statement. Since the EPA has not established any standards for RF exposure to the public, the FCC is considering adopting the OSHA standards for exposure in the workplace.

At the request of the Utilities Telecommunications Council the FCC has proposed allowing Power Line Carrier (PLC) operations regulated status in the 10 to 490 kHz band. PLC is the transmission of voice, data and other signals on power transmission lines and is used by the majority of the power utilities. The present use is unlicensed (Part 15) and while interference by PLC systems is rare (since the radiation of the signals is rarely greater than a mile or so) interference to PLC systems can occur from signals up to 150 miles away, causing the power companies to have to change frequency, if that is even possible. UTC wants a footnote added to the US Table of Allocations noting that PLC systems exist in the band and wants a data base established with the licensed users of the band, mainly navigation transmitters. New PLC operaters would have to supply the FCC and NTIA with complete information on new systems.

A Notice of Inquiry has been released seeking comment on the future requirements of private land mobile radio. One issue to be discussed is the future demand for spectrum, either anticipated growth in existing services or the need for creation of new services. Another area of the inquiry seeks comment on possible sources of spectrum to meet the new requirements, new allocations, sharing between other services, or new technology, such as SSB, trunking, etc.

International

Richard Stein, Editor

This column is for reporting two-way communications frequencies above 30 MHz, radio system details, monitoring experiences, and any other information relating to monitoring in countries other than the United States and Canada. Send to: Richard Stein, 456 Barrymore Place, North Brunswick, NJ 08902.

From: Helsingin Sanomat (Helsinki), 5Aug81, translated in Worldwide Report: Telecommunications Policy, Research and Development, via Bob Horvitz (CT-048:

Automation will be expanded to include mobile phones also. Automation,

which is a joint project of the Nordic countries, will begin in August from Lahti. South Finland will transfer to an automated system by the end of 1982.

The first outside subscribers to the fully automated mobile phone system will be accepted next February, states engineer Kalevi Merontausta of the Postal and Telegraph Administration. According to a preliminary decision, the automated phone system will extend all the way to Rovaniemi in 1986. As the automation is expanded, it is estimated that the present number of 25,000 mobile phones will increase by approximately 3,000 annually. A little less than 100 support stations will be built into the Ruuhka-Suomi automated system. The Swedish LM Ericson Corporation will manufacture the telephone exchanges, and the domestic firm, Mobira, will build the support stations. More than ten different enterprises are competing for the mobile phone market.

As automation is expanded, the number of mobile phone channels will be increased from 80 to 180. The telephone switching system will be transferred from a manually operated one to a computer operated system. According to Engineer Merontausta, automation will mean more rapid and reliable operations for the mobile phone user..."Automation will eliminate weak connections since a computer will switch a weak connection over to a stronger one."

The Nordic system is, from an engineering point of view, unique in the world. In the new NMT-system, support stations maintain a continuous connection with the telephone network and also with the mobile phones. The exchange, operating on microprocessors, continuously transfers information on the basis of which, billing is accomplished along the channels without causing any interference on the user's line. By the end of 1982, Finland's automated system will cover Helsinki, Turku, Tampere, Hameenlinna, Lahti and the southern areas of Kouvola. The majority of the users of mobile phones are in this area.

Within the Nordic countries,automation will begin first in Sweden where the system was to be in operation this past October. There are already approximately 250 primary stations in Sweden. Denmark's mobile phone network was to be automated throughout the whole country by the end of 1981. In Norway, automation will commence in several communities at the same time. The adoption of automation will be made easier with the help of Nordic cooperation. For example, Finland will be able to obtain valuable experience from Sweden because of the close ties.

At the present time in Finland, there are nearly 20,000 mobile phone conversations daily. More than one-fourth of the telephone traffic from cars is in the Helsinki area.

Shortly after receiving the copy from Bob Horvitz, I also received a pamphlet from Siemens on their mobile Nordic unit. I thought the membership might like to see the unit itself.One of the more interesting features of the unit is the country select button on the head. This allows the fone to be used in each of the 4 participating Nordic countries (DK-Denmark, N-Norway, SF-Finland▣Suomi▣, and S-Sweden).

••••••

One hand operation

Additional advantages
Abbreviated numbers: 35 of the most often used telephone numbers may be pre-programmed. This means that it will be sufficient to push only one or two buttons instead of the whole number.

Repetition button: If your desired number is engaged, you can repeat the call by pushing two buttons. An electronic memory will repeat the call.

With the Siemens Mobile Telephone and the NMT system your connections are made automatically, without delay
The telecommunication authorities in the nordic countries has selected a new mobile telephone system: the NMT (Nordic Mobile Telephone). This new system supersedes the manual mobile telephone system in every respect.
The NMT system is currently being installed in Norway, Sweden, Denmark and Finland. This enables you to use the new automatic mobile telephone throughout the Nordic area.

The Siemens Mobile Telephone is as simple to use as your home phone
There are no detours through manual service exchanges which often are engaged. Whether you wish to call another vehicle, a local subscriber or make a long distance call, just push the number on the key board and the connection is made automatically.

The most important advantage is the minimal waiting time for connections. You will automatically be connected with the required number. The initiator of a call no longer needs to know the location of the mobile telephone receiver, as the NMT system automatically will register the geographical area in question.

Handset operation
With the Siemens Mobile Telephone all the operational buttons are located on the handset. You may hold the handset in your hand and press the desired number with your thumb. The illuminated keyboard is similar to that of an ordinary push button phone (or any 10 key calculator). In the 9 digit display window you may verify that the number is registered correctly. Then you press the manual hook switch button and the number is automatically transmitted.
You may of course also use the Siemens Mobile Telephone like any other mobile phone: press the number while the handset is still in its cradle. As soon as you lift the handset the number will be transmitted.
The keyboard is blocked during the call. This protects against accidental disconnections. With optional equipment, the Siemens Mobile Telephone may easily be converted to hands-free operation, so that you may keep both hands on the steering wheel while conversing.

Protection against unwanted use
You may block off outbound calls – totally or partially. With partial blocking you may still use the pre-programmed abbreviated numbers. This is of advantage if several people have access to the car.
Upon request, the telecompany can block off your mobile phone.
If anyone wants to steal your car or just the mobile phone, they will soon find out that the phone cannot be operated.

Protection against eavesdropping
The new mobile telephone is far more secure against wiretapping than today's manual systems. This service is regarded by many as one of the most important features.

Light sensor: A lightmeter assures that the light in the number display and the keyboard is automatically adjusted according to the light conditions in the car.

Number display: The display window which shows the number ready for transmission has 9 digits. If you have a large volume of foreign calls you may optionally install a 16 digit display window.

Error correction: By pushing the «CE» button once, you may delete numbers one digit at the time. By pushing the button ⓒ twice, the whole number will be erased.

More teleservices than with an ordinary telephone
It is quite simple to have your calls transferred to another number, such as your hotel, office, home or any other in-service phone. And with Siemens Mobile Telephone you may of course avail yourself of the full range of teleservices, such as answering service and wake-up calls. The new automatic NMT system gives you access to new services in the future.
Best of all, the new NMT automatic system costs less per call than the conventional manual system.

Button for erasing single digits.
Indicator will light up when more than 9 digits are entered.
Manual hook switch.
Function buttons for: programming and use of up to 35 abbreviated numbers, call repeat, future services (wake-up, messages)
Indicator for incoming calls, yellow light and a sound signal.
Service indicator, green light.
Indicator: «Exchange can't find you.» red light.
Button for country selection.
Country indicators, yellow lights.
Blocking button (code lock)
– for all outgoing calls
– for all outgoing calls except abbreviated numbers.
On/off switch.
Lightmeter for automatic regulation of light intensity on number display, and keyboard.
Number display showing up to the last 9 digits entered. If you have a large volume of foreign calls you may optionally install a 16 digit display unit.
Number selection keyboard with abbreviated number dialing: Up to 35 pre-programmed directory numbers can be dialed with one or two digits.
control
Volu

As I write this, low-band foreign skip is backin again. And one of my old friends on 46.070MHz is active. This is the first time in 2 years I've heard this station. Language is BIWI English and the base is 'HELIPORT'. I've heard them working 'PLATFORM A,B,C,D' and 'MARINER 3'(this last having an American southern accent). Have also heard 'SCANDIA SERVICE'(wkg 'DRILLING OFFICE'), 'FTS OFFICE', and some French. There is a repeater system and both sides of the comms are heard. Has anyone else received this?

Also active are the hospital pagers in Argentina on a number of freqs. including 32.680 and 32.820. The paging tones and the female with the distinctive Argentinian Spanish accent make this an easy one to ID. George Dubois had one last year from a hospital in Tucumán province looking for doctors and some blood for an operation.

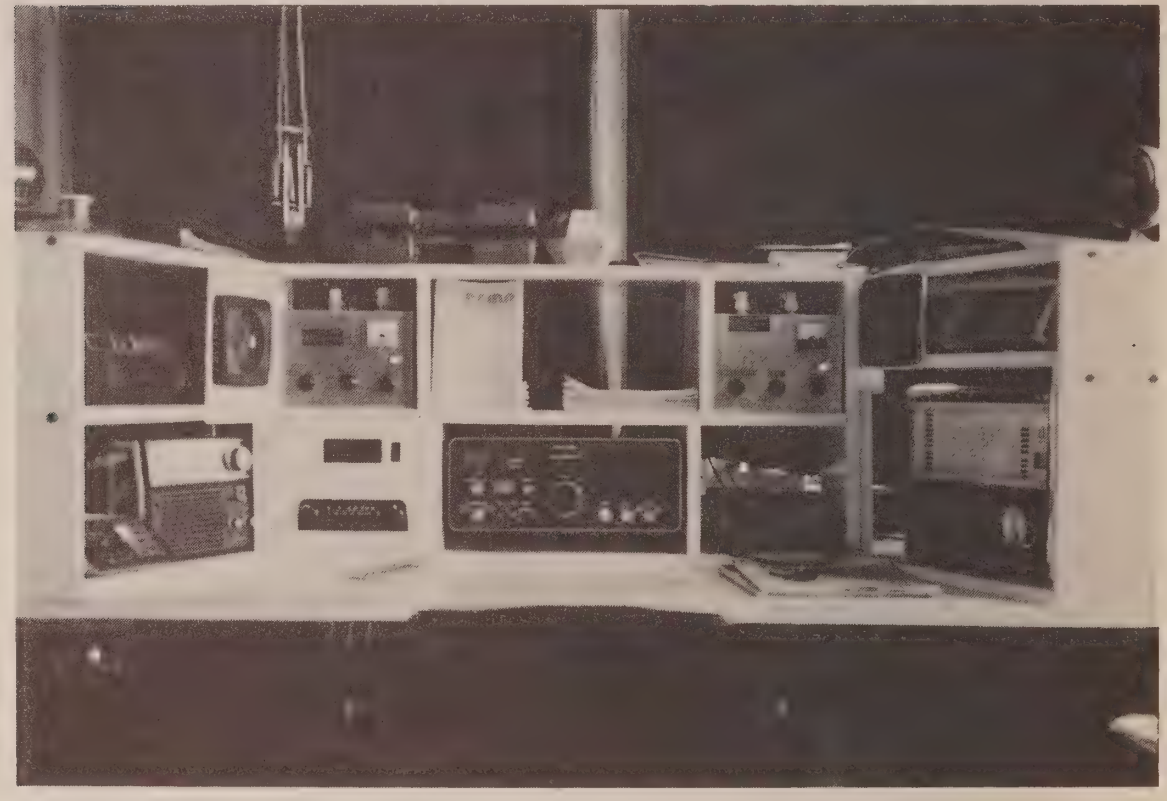
•••••••

From the town of Shawnee Ridge is Southern Illinois comes the system of CHUCK (IL-414). In Chuck's words, " It's Spring, and a young man's fancy turns to...antennas!" Chuck has a few innovations that might help others with their antenna projects. On the right we see a 27 Mhz. Antenna Specialists 'Super Scanner' cut to 40 Mhz. It can be used omni or unidirectionally via a relay box. No need for a rotor although one is used for 'fine tuning'. Omni gain is about 5-6 db and very broadbanded. Even high band is receivable with a gain factor of 2 db. Uni-gain with a 120° pattern is a very impressive 8-9 db, but with only 2-3 Mhz. bandwidth. On the left we see two government surplus UHF corner reflectors from Fair Radio Sales, and Chuck is very impressed with these. One is for 210-420 Mhz., the other for 390-620 Mhz, with 10 db gain and less than 2/1 SWR. They're mounted to form a 180° pattern although this results in less gain than one antenna with a 90° pattern. A Hamtronics wide band preamp (300-650 Mhz.) is mounted beneath the antennas and doubles the gain. Above that is the Antenna Specialists ASPB 630 corner reflector, 148-174 Mhz., 8 DB gain. While the unit gives good coverage, the elements are eroding after just 2 1/2 years of operation. A Hamtronics preamp is mounted beneath. Above that is a Hustler G7-150-2 VHF Ground Plane, 7 DB gain. The four ground plane radials are just 19 1/4" long - a good choice of antenna for a tight spot, or side mounting on a tower. These antennas feed two Bearcat 250s, one BC220RC, a Realistic Patrolman 4, a Yaesu FRG-7, a Navy surplus AN/URR-35C UHF, and a Regency MCH-41B transceiver, VHF.

Chuck notes that high gain antennas with pre-amps are sure to add to intermod and images. To help, he has added an RF Notch Filter. Chuck has two on one unit, and they perform well. [Something else that might work is a cavity filter - but they are rather large] He states that the pre-amps perform better if mounted at the antenna, rather than at the radio. Chuck's next purchase will be a 50 foot tower!

While the photo on the other page is Chuck's, the lower narrative and succeeding photos are those of PETER (002 NIRE). Peter does his own developing and processing and these photos were produced in Peter's lab. That's a most interesting mobile installation!

Beginning with the picture of my shack, I have a separate room devoted to my hobby of radio monitoring and this has had to double with a dark room in the past few months. On the underside of the left corner of the table I have a crystal monitor FDK TM56B with ten fixed positions and four scan positions. Although it covers 135 Mhz to 174 Mhz, I use it to monitor Amateur transmissions only. Above this unit, on the bottom left shelf I have a Regency M 100 E scanner which is the same as your M 100 except 30 - 50 Mhz is substituted for 66 - 88 Mhz. I normally keep it in my car except when the car is having a service. On the shelf above is a Regency Digital Flight Scan, 16 channel version. Because of my position I am unable to hear two way convers--ations and only listen to the aircraft. This unit is linked up to an extension speaker. Beside the M 100 E is a Reali--stic Patrolman 50 used as a receiver for the two silver boxes on each side of the top middle shelf. These are simply television tuners with an RF amplifier which are in turn fed into the Patrolman set on 30 - 32 Mhz. A meter is incorp--orated to give an indication of tuning and the unit on the right covers 45 - 220 Mhz in three ranges. The other covers 220 - 800 Mhz and are known as COX BOXES after the manu--ufacturer, Hugh Cocks.



Below the left hand Cox Box is a standard Nat Pan car radio and a digital clock. Below the newsletters is a Realistic DX 302 shortwave receiver which I use as a general comms receiver and on which I can receive both sides of aircraft transmissions from Oceanic Control as

planes apply for clearance to cross the Atlantic to go to the US and Canada. At times I can listen to planes which are in-bound signing off on short wave and then using the VHF on the Flight Scan. Below the right hand Cox Box is a tape recorder used for recording any "scoops". In the right bottom corner is a Koyo 11 band receiver covering sw and VHF. Above this is a Japan Industries Limited (JIL) SX 200 scanner. This is linked to an extension speaker also and covers 26 Mhz - - 88 Mhz, 108 - 180 Mhz and 380 - 514 Mhz, all FM or AM mode. On top of the shelf are two Nat Pan speakers for the car radio and under the table are three coax switch boxes to hook up the various receivers to each aerial.

The second picture shows my rather crowded aerial system. On the left chimney , starting at the bottom is a UHF television aerial followed by a FM stereo aerial, a VHF television aerial, and lastly a Hustler Discone aerial for the shack. The middle chimney begins with two UHF tv aerials, a Tandy (Radio Shack) discone and a high gain UHF tv aerial. On the right chimney is a 27 Mhz cone shaped aerial for sw and a folded dipole for the VHF high band.

The third picture shows the Regency M 100 E fitted in my car and this is hooked up to a roof mounted ¾ wave whip mostly for UHF use.

This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for police, sheriff, fire forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway and street maintenance, port authority/ bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional editors of Public Safety, who are listed below.

PUBLIC SAFETY - WEST

Send Public Safety and Special Emergency frequencies, radio system details, and questions for Alaska, Arizona, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming to: George Hoggatt, 17473 E. 16th Drive, Aurora, CO 80011.

COLORADO NEWS (by your editor)

Recently, two interesting documents have passed near my desk, and since they are of interest to the RCMA, I have delayed their passage through the red tape mill.

The first is Colorado State Senate Bill No. 137. This bill would take several public savety divisions, now scattered among several departments and combine them

into one Department of Public Safety. These divisions are:

1. Colorado State Patrol - now part of the Department of Highways
2. Colorado Law Enforcement Training Academy - now part of the Department of Local Affairs
3. Colorado Bureau of Investigation - now part of the Department of Local Affairs
4. Division of Criminal Justice - now part of the Department of Local Affairs
5. Division of Public Safety Communications - now the Division of Communications, part of the Department of Administration
6. Division of Emergency Preparedness - part of the Military Affairs Dept.
7. Division of Fire Safety - a new unit

The Colorado State Patrol Division will have the authority to establish and maintain a "state radio broadcasting and teletype system". Construction and operation will be under the Division of Public Safety Communications. The facilities of the system are to be made available for the following:

Colorado State Patrol
Division of Highways
Director of the Division of Markets
Department of Agriculture
State Board of Stock Inspection Commissioners
Division of Wildlife
Division of Parks and Outdoor Recreation
Department of Corrections
Other State Agencies as needed
County Sheriffs
Municipal Police
Colorado Bureau of Investigation
Others as needed

The Division of Emergency Preparedness is to evalulate communications systems to be sure that adequate means of communications are available during disaster emergencies.

To create a Department of Public safety will require that an existing Dept. be eliminated or combined with another existing Department. Colorado has a limit of 20 principal departments and 20 now exist.

The second is related. It is the 5 year plan of the Division of Communications.

This boils down to:

Development of a mutual aid net
Have the state coordinate all public safety frequenciy assignments.
Change the present district plan to smaller districts using more and new frequencies. (This explains the frequencies Colorado has licensed but is not now using such as 154.680, 154.920)
Dispatching upgrades
Completion of the Emergency Medical Services system

Most of these should be completed in the 5 year period if money is allocated. A year by year summary:

year 1

Formal adoption of a statewide plan allowing for intrajurisdictional communications via two-way radio (mutual aid)

Begin technical planning; police mobile radio districts

Completion of the Emergency Medical Services system in region 9 began planning for regions 1, 3 and 5

Continue planning for the Natural Resources systems

Develope a plan for University Security radio system

year 2

Phase 1 dispatching system upgrade program
Phase 1, mobile radio district plan, Northeast Colorado Sector
Implement intra-jurisdictional communications program
Develop detailed plan for Criminal investigation
Final plan for Emergency Medical Services in regions 1, 3, 5.
Mobile radio district, phase 1 for Law Enforcement, Disaster Emergency Services, Search and Rescue, Highway Maintenance
Adopt final plan for the Resources system
Continue planning for University Security

Year 3

Continue implementation of Phase II of statewide mobile radio upgrade program
Continue phase II, dispatching program
Adopt final plan for Criminal Investigation
Begin implementation for Emergency Medical Services in regions 1, 3, 5
Mobile radio district, phase II for Law Enforcement, Disaster Emergency Services, Search and Rescue, Highway Maintenance
Begin implementation of the Resources System
Begin implementation of the University Security System

year 4

Phase III, statewide mobile radio upgrade program
Phase III, dispatching program
Implement Criminal investigation plan
Continue in regions 1, 3, 5
Mobile radio district, pahse III for Law Enforcement, Disaster Emergency Services, Search and Rescue, Highway Maintenance
Complete the Resources System and University Security System

year 5

Complete final phase, statewide mobile radio upgrade program
Complete final phase, dispatching program
Complete Emergency Medical Services in regions 1, 3, 5
Final Phase of mobile radio districts for Law Enforcement, Disaster Emergency Services, Search and Rescue, Highway Maintenance

Next month, I'll go into a little more detail about what this will mean to the listener. No frequencies, but some interesting information.

TRI-MET BUS SYSTEM PORTLAND OREGON (from George Dubois OR-001) (FCC Topics editor)

This information was provided by a TRI-MET dispatcher. To go into effect in June. This is a $1.5 million computer aided dispatch system, which will eventually include radios in every bus. It has not been decided how the 3 voice channels will be divided, by line, area or what. The light rail is a year or two off. The fare inspectors, called the "Self Service Force" will randomly board buses and check passengers for fares, pass or ticket, purchased at a sales agent or as you enter the bus at the New Self Service machines.

f1	452.825/457.825	polling channel (computer interogation and reply)
f2	452.750	bus voice
f3	452.700	bus voice
f4	452.375	bus voice
f5	452.325	light rail
f6	453.775	maintenance and fare inspectors
f7	453.650	supervisors
f8	452.875	simplex, light rail yard

IDAHO (from Douglas McDougall (Can-041)

154.190	Coeur D'Alene Fire Dept.
154.130	same
155.220	Medi Ambulance (Coeur D'Alene)
155.340	same (pagette)
460.100(R)	Coeur D'Alene Police
460.450(R)	same
465.275(S)	same
460.100(R)	Kootenai Cojnty Sheriff
460.150(R)	same
460.450(R)	same
465.275	same
154.190	Kootenai County Fire Dept.
154.370	same
154.415	same
155.280	Kootenai Hospital
155.340	same (pagette)
154.445	Post Falls Fire Dept
154.190	same
460.400	Post Falls Police
460.100(R)	State Police (Coeur D'Alene area)
460.200(R)	same
460.300(R)	same
465.025	same
159.390/154.475	Idaho Fish and Game

WASHINGTON (from Douglas McDougall (Can-041)

154,439	Spokane Fire Dept..
154.220	same
39.740	Spokane Police
39.820	same
39.940	same
158.150	same
156.150/155.655	same
155.175	Spokane Ambulance
155.340	hospital pagette
39.820	Spokane County Sheriff
39.940	same
154.875	same
154.130	same (ed. note this is a fire channel)
151.455	Washington Dept of Frorestry
158.790	Washington Dept of Fish and Game
42.540	Washington State Police
154.770	same
155.370	same
155.475	same
155.580	same
155.970	same
158.790	same
154.040	Cheney Police
155.880	Cheney Fire Dept.

Spokane Police Department Signal Codes

1 At/to the station
2 Transportation
3 Money call
4 Garage/gas, etc.
5 Traffic contact
7 Lunch
8 Call by phone
9 Pick up and/or deliver
10 Coffee
12 Relief
20 Report
21 Missing child
22 Found child
25 Animal call
30 Hit & run
34 Drunk driver
35 Traffic control
40 Accident-no injury
41 Accident-check for injuries
42 Accident-ambulance dispatched
43 Abandoned Vehicle
44 Call home
45 Improper parking
47 Suspicious car/person (stopping them)
50 Wagon call
51 Family fight
52 Children in street
53 See the officer
54 Shoplifter
55 See the Party
57 Assist the motorist
60 Other Police in the area
64 Mental subject
70 Person with weapon
74 Mass civil disturbance
75 Riot
76 Fight
77 Bomb threat
81 ADT alarm
82 Bank alarm
83 Silent/bell ararm
88 Fire call
90 Ambulance call
91 See if ambulance needed
95 Jail break
96 Prowler
98 Major crime
99 Officer needs help-urgent!

WANT STATUS

0 - No want
1 - Felony Want
2 - Misdemeanor Want
3 - Questioning Want
4 - Parole/probation Want

DISPOSITIONS

D-1 Report Taken
D-2 No Report
D-3 Arrest Made
D-4 Handled by Officer
d-5 Nothing Found

COLORADO CORRECTION

Last month, I reported that Steamboad Springs Fire was on 154.220. This was wrong. They can be heard on 154.220 in the Denver area. Their actual frequency is 154.370. This is the same as the input to Bancroft Fire Protection District's repeater. Bancroft's repeater pickups up the 154.370 from Steamboat Springs and retransmits it. If you are interested in Steamboat Fire, anyone withing range of The Bancroft repeater can hear them.

That's all folks. If I don't get more data, next month's column is going to be mighty short. Nothing has come in for two months except the Portland Bus in this issue.

PUBLIC SAFETY - EAST

Send Public Safety and Special Emergency frequencies, radio system details and questions for Connecticut, Delaware, District of Columbia, Florida, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia and West Virginia to: Richard Barnett, P.O. Box 428, Newton Highlands, MA 02161.

Greetings from the East! After a lot of thought and input from the membership, I believe I have come up with a workable solution to the "content" problem. In the past, I've been unsure whether it was better to highlight one state in this column or cover all the states in the East. From here on though, for the most part, the new format will be this: the East will be broken down into six sections -New England; New Jersey; New York; Ohio and Pennsylvania; Maryland & Delaware & Virginia & West Virginia; North and South Carolina & Georgia & Florida. These sections were devised based upon the input I receive as a whole. In other words, I receive approximately the same amount of information from the Carolinas, Georgia and Florida as I do from New Jersey. Of course

this is subject to change, and if after a while it seems as though input levels alter consistently, I will then alter the sections. Thus, as it stands now, I will have some information, each month, from every one of the outlined areas. If I don't receive or cannot dig up any data from a particular section one month, I will say so and leave it at that. If I receive a particularly long but excellent report from one state, I may only print that in a certain month. This leaves me some leeway but too provides a good basis from which to work around. Any comments or suggestions will be appreciated.

Once again I would like to ask anyone in the New England area,and especially around Boston, who is interested in starting a local chapter to please write in. I would be very glad to help out, but I just don't have the time to organize and head such an operation. If we find someone to do it, I know the overall interest abounds.

Before we begin, I want to emphasize something that is inherent in this new format: There will only be room for, probably at most, one page per outlined section. This means that any information you send in may not be seen for quite some time. I know what some of you are thinking,"some of the things I sent in I've never seen." Well, I have to use my discretion with so much mail, and now even more so. It's tough, but someone has to make the decisions, and I try to do the best I can. Please keep up all the mail though, otherwise I won't be able to print data from your area and someone elses will get double the space. I only ask that if you've seen something printed before in the column, please don't send in repeat information -I can't keep track of everything and I know that sometimes items will be printed that have been seen before. If you have updates to such information, please send it in and make a reference to the issue where the raw data was first given.

New England

Ossipee Valley, New Hampshire Mutual Aid Fire Radio (154.175, 154.340MHz)

Center Ossipee Fire:

1M1 -Chief Roland Stockbridge
1M2 -Asst. Chief Dan Riley
1E1 -Engine (500 GPM)
1E2 -Engine (750 GPM)
1T1 -Engine (1150 Gallons)

Effingham Fire:

2M1 -Chief Richard Thompson -Warden
2M2 -Asst. Chief Ken Brown -Deputy W.
2M3 -Jorden Auginti
2M4 -Earl Thorn -Deputy Warden
2M5 -Robert Libby
2M6 -Donald Taylor
2M7 -Harold Nunan -Deputy Warden
2M8 -Jerry Schacht -Deputy Warden
2E1 -Engine (1000 GPM)
2E5 -Engine (1000 GPM)
2T1 -Tanker

Freedom Fire:

3M1 -Chief Richard Seamens
3M2 -1st Deputy Chief Wendell Brooks
3M3 -2nd Deputy Chief Daniel Brooks
3F1 -Forest Warden Carroll Chase
3E1 -Engine (1000 GPM)
3E4 -Engine (500 GPM)
3T1 -Tanker (1000 Gallons)
3T2 -Tanker (500 Gallons)
3U1 -Utility Truck

Effingham Rescue Squad:

2X1 -Rescue Vehicle
2X2 -Captain Steven Zalewski
2X3 -Skip Crouse

Madison Fire:

4M1 -Chief Loren Schockford
4M2 -Asst. Chief Robert Colcord
4E1 -Engine (350GPM)
4E2 -Engine (1000 GPM)
4E4 -Engine (750 GPM)
4T1 -Tanker (2100 Gallons)
4T2 -Tanker (500 Gallons)

Ossipee Corner Fire:

5M1 -Chief Elton Copp
5M2 -Deputy Chief Roland Libby
5M3 -Captain Dick Woodman
5M4 -Captain Ralph Brownell
5M5 -Lt. Dan Woodman
5M6 -Lt. Frank Riley
5M7 -Carl Englund
5E1 -Engine (750 GPM)
5E2 -Engine (750 GPM)/ 5T1 -Tanker

Tamworth Fire:

6M1 -Chief David Bowles
6M2 -Asst. Chief Charles Remick
6M3 -Ronald Remick
6M4 -Donald Hoch
6M5 -Carroll Bickford
6E1 -Engine (500 GPM)
6E2 -Engine (500 GPM)
6E3 -Engine (300 GPM)
6E4 -Engine (1000 GPM)
6T1 -Tanker (1600 Gallons)

Ossipee Rescue Squad:

1X1 -Captain William Malay
1X2 -Lt. Wayne Aleska

Madison Rescue Squad:

4X1 -Rescue Vehicle
Captian Wayne Lyman

Tamworth Rescue Squad:

6X1 -Rescue Vehicle
6X2 -Captain Robert Glassford
6X3 -Lt. Dom Bergin
6X4 -Lt. William Malay

(Editor's note: This report was prepared by Robert Blanchard of Massachusetts -I'm sorry, I did not know his RCMA number. Soon we may have Robert's fine report from the Capitol Fire District of Concord, New Hampshire.)

1X3 -Lt. Libby Saunders
1X4 -Lt. Joe Duchesne
1X5 -Max Ebel
1X6 -Dorcas Damon
1X7 -
1X8 -Jackie Duchesne
1X10 -Paul Howe
1X11 -Irene Englund
1X12 -Cheryl Sargent
1X13 -Barry Williams
1X14 -Belinda Williams
1X15 -Richard Stockbridge

201-206 --Ossipee Police
231-234 --Tamworth Police
156 --Effingham Police
166-168 --Freedom Police
176 --Madison Police
62 --Lords Ambulance
F-16 --Sven Carlson
1F1 --Clarence Palmer -Warden
7M8 --Patrol Boat -Ossipee Lake
Green Mountain --Lookout Tower

New York

From Eddie (NY-041): Here is a list of frequencies for the New York Metro area. Note that NYSP Troop L has moved to a new frequency. They also now use only one frequency for both Base-Mobile.

New York State Police - Troop F 155.475/ Troop L 155.640 (repeater); 155.505-.52 backup
- Troop K 155.505, 155.520

Nassau County Police - 4th & 5th Precinct 39.380/ 1st & 7th Precinct 39.480
- also 39.560, 39.520, 39.200, 39.400
- 4th & 5th UHF 477.2125

Long Beach Police 155.370/ NYC Harbor Patrol 156.950/ Westchester County 158.970
Suffolk County 154.415, 155.655, 154.845, 155.910 -plate check 155.790
Nassau County Fire 46.10, 46.20, 46.22, 46.12, 46.32/ Suffolk County 46.44, 46.480, .34
Yonkers 46.50/ Westchester County Fire 46.140/ Canarsie (Brooklyn) Vol. Amb. 155.280

From Frank (NY-176): The Staten Island Police have moved their frequency from 151.355 to 476.6875 effective 1/31/82. This move leaves the borough of the Bronx P.D. as the only area of New York City where the police operate on VHF. It is only a matter of time until the Bronx moves up also.

From Arthur (NY-168): Available from the New York City Fire Department, free of charge, is a 16" X 11" chart showing all company locations. For it write: Fire Dept. City of New York, Publication Dept., 110 Church St., NY, NY 10007. (Reduced, this map cannot be printed in the RCMA as the lettering is too small. Please see top of p. 43 for map

New Jersey

From our excellent International Editor, Rickey (NJ-001): Dear Richard, the fine New Jersey material in the September newsletter sent me digging into my pile of stuff to come up with the enclosed codes. Actually I hadn't sent these before because I don't really concentrate on local listening. Here are some notes on my report:

Edison: These are current and picked off the air. I don't monitor them on a regular basis. Up to about 6 years ago they used only four codes: 10-4, 10-20, 10-88 (get back to HQ damn fast) and I think 10-17 accident. Then they got fancy.

Manalapan: Current (this is of Aug. 26, 1981, ed,) but not interesting to listen to.

Middlesex County: ditto / Franklin Township: ditto

Newark: That was a fine list. I didn't think they were still using those codes. They share a UHF frequency with No. Brunswick and we listen to their surveillance work. Let me also add- 270 notification. The sheet on the car modad set was put

New York City
POLICE PRECINCT MAP

New Jersey cont.

together a couple of years ago when the units were being installed in the cars. They spent about two weeks setting up and testing each unit and giving the position of each function.

More from Rickey in a future issue

Edison:

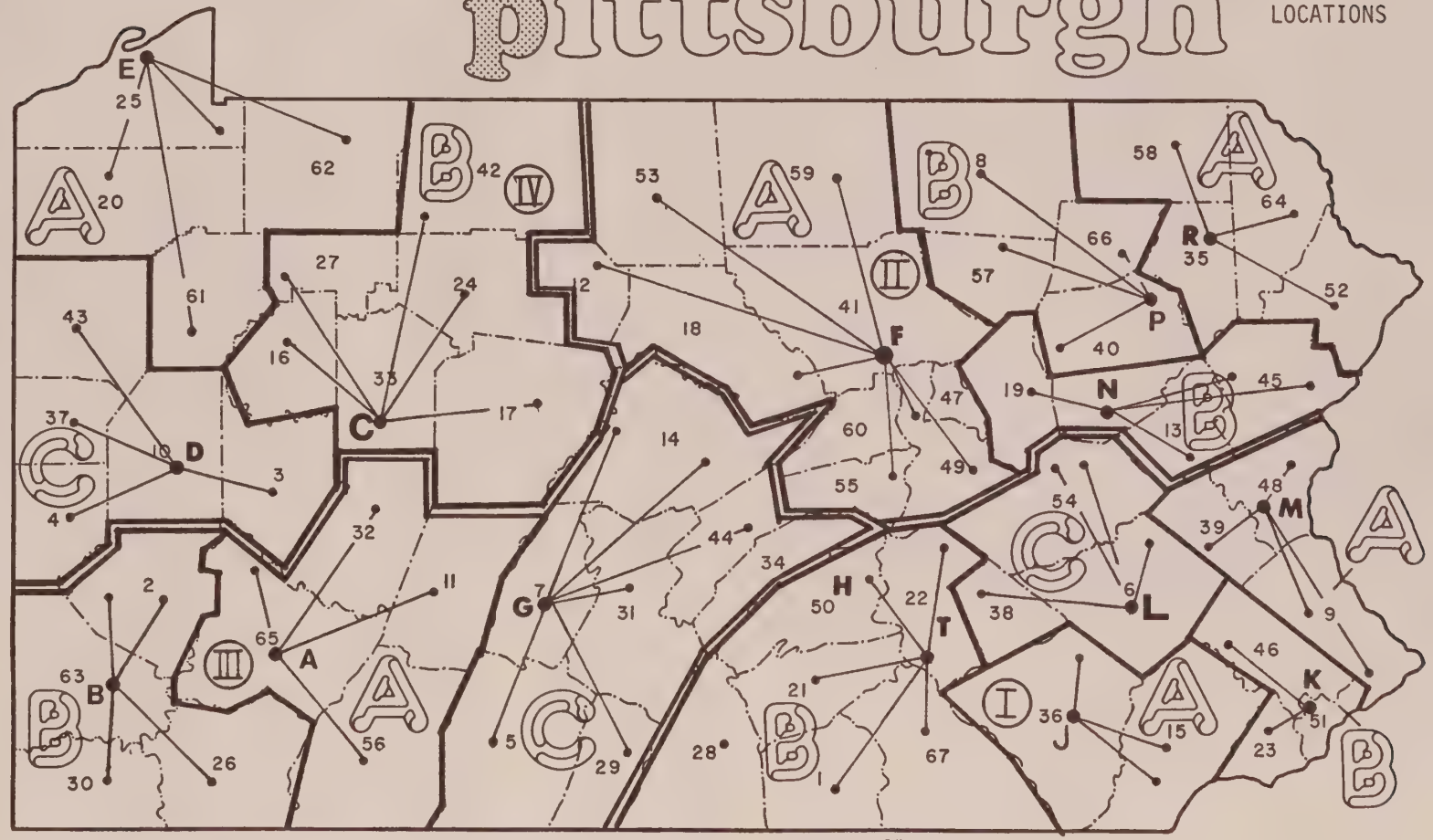
12 -Breaking & Entering (?)
15 -Larceny
17 -
34 -
38 -Disturbance (involving juvenile)
40 - (on a minibike, on a disabled truck)
41 -Dispute (?) (man waiting at bank)
42 - (juvenile crime reference)
44 -Abandoned Vehicle
45 -Accident
47 -Alarm
54 -
62 -
64 - (from Fire Dept.)
66 -
75 -Back to HQ
78 -Out for Food
79 - (head over for)
80 -Car Wash (?) (head over for)
81 -Look up State or NCIC
84 -Arriving
85 -Clearing
86 -Meet
94 -Radio Check
95 -Fire or Ambulance Call

New Jersey - continued on page 45

scanning pittsburgh

PENNSYLVANIA
STATE
POLICE

LOCATIONS



TROOP BOUNDARIES
AREA BOUNDARIES
TROOP HEADQUARTERS
STATIONS
COUNTY BOUNDARIES

FREQUENCIES
155.580 BASE
155.790 MOBILE

155.670 BASE
155.910 MOBILE

155.505 BASE
155.850 MOBILE

A TROOPS

AREAS

CAR TO CAR 154.755
BARRACKS TO BARRACKS 42.600

R.C.M.A. Newsletter Back Issues

Back issues are again available for sale to members in the lots indicated below.

It should be noted the RCMA Newsletter is a club newsletter and it reflects the growth of RCMA. The early issues do not contain as many articles as the current issue. The Newsletter has evolved from a few mimeo pages to its current format under the leadership of three great editors Don Jones, Iden Rodgers, and Chuck Gysi, and the contributions of club members.

The reproduction of the articles is quite readable. To cut costs and allow to allow the possibility of binding all the reprints in a notebook, the format of later newsletters has been changed from saddle stitch to edge binding. This has changed the page order presentation, but not the content of the articles or the frequency lists.

To order: Indicate the lot(s) you are interested in on the form below. Fill in your name address and RCMA membership number (it is on your label). Make your checks or money orders payable to RCMA.

PRICES VALID TIL JANUARY 1983

Lots (Months/year)	# of issues	Price	Order Amount
Sep 75-Jun/Jul 76 (no Oct or Nov published)	7	$2.00	_____
Aug-Dec 76 (no Oct published)	4	$3.00	_____
Jan-Jun 77	6	$4.00	_____
Jul-Dec 77	6	$4.00	_____
Jan-Jun 78	6	$5.00	_____
Jul-Dec 78	6	$5.00	_____
Jan-Jun 79	6	$6.00	_____
Jul-Dec 79	6	$6.00	_____
Jan 80 to present (please list)	$1.50	/copy	_____
Shipping			_____

Under $10	$1.00
$11-20	$2.00
$21-35	$3.00
$36-up	$4.00

Send Check or Money Order
(no cash) to:

R.C.M.A.
Bill Ell, Secretary
2831 Hermanos Street
Pasadena, Ca 91107

Ship to:

Membership # _____

Name _____

Address _____

City _____

State _____ Zip _____

New Jersey - continued from page 43

Manalapan:

10-24 Drunk? / KEI-863/ unit numbers 26-1, 26-2 etc.
10-31 Disturbance (family)

Middlesex County Sheriff Department:

File 1 -Stolen Car
2 -Missing Person (?)
5 -Wanted
6 -Missing Person (?)
8 -Armed Robbery
13 -Police Information

Franklin Township:

10-09 Broken/ repeat
10-21 Phone (?)
10-24 On Scene (?)
10-25 Meet with
10-28 Violator or NCIC
10-46 Disabled Vehicle (?)
10-63 Standby or Copy
10-74 Negative (?)

Newark: (car Modad)

EMERGENCY

Message rcd.	Req. to talk	Inquiry	CC	Adjust & Advise	Ref. to Court	GOA
Available	Enroute	At Scene	Complete	2 Sector	Act Command	Out of Svc.

(ed. note: I'm not sure what this means, but I did copy it down exactly as listed Hopefully someone can fill in the holes of Rickey's foundation.)

Maryland, Delaware, Virginia, West Virginia

From Tom (MD-008) -Baltimore County Police Department-

DISPOSITION CODES

The following list of "DISPOSITION CODES" will be used when an officer clears a dispatched call. The responding officer will furnish Communications with one of the below codes, as applicable:

Code 1 - Report
Code 2 - Report; unfounded (incident did not occur)
Code 3 - Report; incident handled by other agencies
Code 4 - Report; incident unverified (cannot substantiate occurrence)
Code 5 - No Report; unfounded (incident did not occur)
Code 6 - No Report; incident handled by other agencies
Code 7 - No Report; incident unverified (cannot substantiate occurrence)
Code 8 - No Report; incident adjusted
Code 9 - No Accident Report; M.V.A. forms issued, occurred on public property
Code 10 - No Accident Report; M.V.A. forms issued, occurred on all other property

Officers are only required to give Communications the Disposition Code upon clearance of a call: Example: "Car 300 to Dispatch - 10-24, Code 2."

OFFICIAL TEN SIGNAL LIST

10-1 Unable copy change location
10-2 Signal good
10-3 Stop transmitting
10-4 Acknowledgement (OK)
10-5 Relay
10-6 Busy unless urgent
10-7 Out of service
10-8 In service
10-9 Repeat
10-10 Fight in progress
10-11 Dog case
10-13 Weather road report
10-14 Prowler report
10-16 Domestic problem
10-17 Meet complainant
10-18 Quickly
10-19 Return to.....
10-20 Location
10-21 Call....by telephone
10-22 Disregard
10-23 Arrived at scene
10-24 Assignment completed
10-25 Report in person (meet)....
10-26 Detaining subject, expedite
10-27 (Drivers) license information
10-28 Vehicle registration information
10-29 Check for wanted

10-30 Unnecessary use of radio
10-31 Crime in progress
10-32 Man with gun
10-36 Correct time
10-37 (Investigate) suspicious vehicle
10-41 Beginning tour of duty
10-42 Ending tour of duty
10-43 Information
10-44 Permission to leave....for
10-45 Animal carcass at....
10-46 Assist motorist
10-50 Accident (F,PI,PD)
10-51 Wrecker needed
10-52 Ambulance needed
10-54 Livestock on highway
10-55 Intoxicated driver
10-56 Intoxicated pedestrian
10-57 Hit and run (F,PI,PD)
10-58 Direct traffic
10-63 Prepare make written copy
10-68 Dispatch information
10-69 Message received
10-70 Fire alarm
10-74 Negative
10-76 En route.....
10-77 ETA (Estimated Time Arrival
10-78 Need assistance (Signal 13)
10-80 Chase in progress
10-81 Breatherlizer report
10-83 Work school xing at.....
10-86 Officer/operator on duty
10-88 Present telephone # of....
10-89 Bomb threat
10-90 Bank alarm at.....
10-91 Pick up prisoner/subject
10-92 Improperly parked vehicle
10-94 Drag racing
10-95 Prisoner/subject in custod
10-96 Mental subject
10-97 Check (test) signal
10-99 Wanted/stolen indicated

BALTIMORE COUNTY FIRE DEPARTMENT

BOX & STATION NUMBERS

1 - Towson - Eng. 1, 101, Trk. 1
2 - Pikesville
3 - Woodlawn
4 - Catonsville - Eng. 4-41
5 - Halethorpe - Eng. 5 - Trk. 5
6 - Dundalk - Eng. 6-61
7 - Essex - Eng. 7-71
8 - Fullerton - Eng. 8, Trk. 8
9 - Edgemere
10 - Parkville
11 - Hillendale
12 - Middle River
13 - Westview - Eng. 13, Trk. 13
14 - Brooklandville
15 - Eastview - Eng. 15, Trk. 15
16 - Golden Ring
17 - Texas - Eng. 17, Trk. 17
18 - Randallstown - Eng. 18, Trk. 18
19 - Garrison

CODES

SIGNAL 30 - FALSE ALARM

1 - Nothing Showing
2 - Smoke Showing
3 - Working Fire
4 - Possible Additional Alarms Needed
5 - Standard Operation (No Lights or Siren)
6 - Pre Fire Plan
10 - Civil Disturbance

VOLUNTEER FIRE STATIONS

155 & 156	Coffee Wagon	360	Lansdowne
200	Cowenton	370	English Council
*210	Bowleys Quarters	380	Long Green
220	Middle River	390	Cockeysville
230	Middleborourgh	TR 400	Glyndon
240	Rockaway Beach	*410	Reisterstown
250	Hyde Park	420	Boring
*260	North Poing - Edgemere	430	Arcadia
L 270	Wise Avenue	440	Hereford
280	Rosedale	450	Maryland Line
L 290	Providence	460	Liberty Road
*300	Lutherville	470	Jacksonville
TR 310	Owings Mills	480	Kingsville
*320	Pikesville	490	Butler
330	Woodlawn	500	Chestnut Ridge
340	Violetville	*520	Middle River Amb. & Rescue
*350	Arbutus	535	Hereford Amb.

* = Rescue / Floodlight
L = Floodlight Only
TR = Truck

Carolinas, Florida Georgia

From Capt. Bill Mauldin, (FI-?): Below is an example of Bill's extensive files and some fine data on NC State PD. Hopefully Bill will submit more extensive data, especially codes and unit numbering systems.

** SCANNER FREQUENCY DIRECTORY **

USER	FREQ	CATEGORY	CITY	STATE	REMARKS
NC STATE HIGHWAY PATROL	75.580	POLICE-S	SALISBURY	NC	KIL55, SALISBURY
NC STATE HIGHWAY PATROL	72.900	POLICE-S	SALISBURY	NC	KHM39, MORAVIAN FALLS
NC STATE HIGHWAY PATROL	72.020	POLICE-S	WILLIAMSTON	NC	KIS74, ENGLEHARD
NC STATE HIGHWAY PATROL	154.680	POLICE-S	WILLIAMSTON	NC	KIB895, WILLIAMSTON
NC STATE HIGHWAY PATROL	42.620	POLICE-S	WILLIAMSTON	NC	KIB895, WILLIAMSTON
NC STATE HIGHWAY PATROL	155.445	POLICE-S	WILLIAMSTON	NC	KJB29, WILLIAMSTON
NC STATE HIGHWAY PATROL	155.190	POLICE-S	WILLIAMSTON	NC	KIB895, WILLIAMSTON (INTERCITY)
NC STATE HIGHWAY PATROL	42.560	POLICE-S	WILLIAMSTON	NC	KIB895, WILLIAMSTON
NC STATE HIGHWAY PATROL	42.520	POLICE-S	WILLIAMSTON	NC	KIB895, WILLIAMSTON
NC STATE HIGHWAY PATROL	73.340	POLICE-S	WILLIAMSTON	NC	KID37, ROCKY MOUNT
NC STATE HIGHWAY PATROL	42.560	POLICE-S	WILLIAMSTON	NC	KIB895, WILLIAMSTON (PRISON)
NC STATE HIGHWAY PATROL	72.020	POLICE-S	WILLIAMSTON	NC	KIP77, GREENVILLE
NC STATE HIGHWAY PATROL	154.830	POLICE-S	WILLIAMSTON	NC	KJB29, WILLIAMSTON
NC STATE HIGHWAY PATROL	154.920	POLICE-S	WILLIAMSTON	NC	KIB895, WILLIAMSTON
NC STATE HIGHWAY PATROL	42.620	POLICE-S	WILLIAMSTON	NC	KIS874, ENGLEHARD
NC STATE HIGHWAY PATROL	73.220	POLICE-S	WILMINGTON	NC	KIT57, BOLIVIA
NC STATE HIGHWAY PATROL	42.620	POLICE-S	WILMINGTON	NC	KIB365, WILMINGTON
NC STATE HIGHWAY PATROL	74.500	POLICE-S	WILMINGTON	NC	KIP75, WILMINGTON
NC STATE HIGHWAY PATROL	42.620	POLICE-S	NC STATEWIDE	NC	42.620, PRIMARY DISPATCH, CH #1
NC STATE HIGHWAY PATROL	42.780	POLICE-S	NC STATEWIDE	NC	42.780, MOBILE TX, CH #2, RX 42.620
NC STATE HIGHWAY PATROL	42.800	POLICE-S	NC STATEWIDE	NC	42.800, MOBILE TX, CH #3, RX 42.520
NC STATE HIGHWAY PATROL	42.520	POLICE-S	NC STATEWIDE	NC	42.520, PRIM DISP, CH #4, RX MOB #3
NC STATE HIGHWAY PATROL	PENDING	POLICE-S	NC STATEWIDE	NC	PENDING, SHP CH #7, UNASSIGNED

Notes: Police-S stands for State Police type organization.
CITY=The actual control station. North Carolina has only a few control stations... Elizabeth City, New Bern, Williamston, Wilmington, Fayetteville, Raleigh, Elizabethtown, Greensboro, Salisbury, Asheville. Newton has also been added as a control station and will replace Asheville and Salisbury on some freqs.

REMARKS=Shows transmitter call and transmitter location. There are no cars on anything except 42 MHz freqs. All high band and UHF freqs are used for Point to Point communications and remote base operations.

Freq Breakdown:		
	42.62 B x 42.78 M	State Highway Patrol
	42.52 B x 42.80 M	
	42.60 B x 42.66 M	
	42.64 B x 42.76 M	
	42.50 B x 42.70 M	
	42.72 Simplex	State Bureau of Investigation
	42.56 Simplex	State Prison Departments
	42.84 Simplex	Alcohol Beverage Control Agents

ID Number Breakdown: Letter and three numbers - Example D-244 - State Highway Patrol D=Troop, 2=District, last two numbers are trooper ID in district SBI = 1100 series, ABC = 1300 series, FBI = 1200 series, Prison = 2100 & 8500 series, Secret Service 1451 plus series Dept of Motor Vehicles = 900 Series

Statewide inter-state communications net on 155.190 with secode dial system to open receivers. Secode system numbers are four numbers, example 0227.

PUBLIC SAFETY - CENTRAL

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows:
Alabama, Arkansas, Louisiana, Mississippi, Oklahoma, and Texas to: Ken Pehl, 108 E. Centre St., Fredericksburg, Texas, 78624.
Illinois, Indiana, Wisconsin, and Michigan to John Arendt, 327 Boulder Hill Pass, Oswego, Illinois, 60543.
Iowa, Kansas, Kentucky, Minnesota, Missouri, Nebraska, North Dakota, South Dakota to Mike Redman, PO Box 1177, St. Charles, Missouri, 63301.

Greetings, and welcome! There's lots and lots and lots this month so I won't take up too much time. We'll get right to it with a goodly contribution from Missouri...

MISSOURI:

The St. Louis County Siren Warning System should be about ready by the time this is read. There will be about 200 sirens, both in unincorporated and municipal parts of St. Louis County, all RF controlled. Each siren has a radio receiver attached to it. They have the police frequency of the precinct in which the siren is located. To activate the sirens, County Police Headquarters or the Emergency Operations Center personnel need only select the Police frequencies they wish to 'simulcast' upon, select the type of siren 'encode' they want, and broadcast it, much like a paging system. Municipality sirens have two receivers - one for the County precinct and one for their own channel. Thus, a siren in a given town can be activated by the County or by the municipality. This is augmented by WARN(Weather Alert Radio Net), our organization of weather spotters located around the County. These spotters call by phone with their reports, or if they are Amateurs, they report via 2 meters, on 146.94 Mhz. Members of the St. Louis Repeater Club man the radio at the E.O.C., where reports are also relayed to the National Weather Service via 146.67 Mhz. Reports from other Police agencies and units are receivable on Point to Point (155.370), Mutual Aid (155.475), and Countywide RIOT (Radio Interagency Operations and Tactics) (154.725). When storms threaten, be sure to tune in, if you're in St. Louis County.

We now have contributions by TIM (MO-070) JEFFERSON CITY, RANDY (MO-057) ST. JOSEPH, and DAVE (MO-062) JEFFERSON COUNTY. Many thanks for this material on areas we hear too little from!

JEFFERSON CITY AREA

Callaway County

Fulton	Police Pct	155.565
	Fire	154.040
County	Sheriff	155.730

Cole County

County	Sheriff	155.730 / 155,580
	Fire	153.890
	Roads	159.120
Jefferson City		
	Police 1	156.210
	ch 2	156.030
	Fire	154.400
	Water	153.725
	Prison	155.670
	Parking	453.275
	Roads	154.100

Boone County

Columbia	Police 1	155.310
	Fire	154.190
	Pwr	153.710
	Schools	155.160
	Roads	158.820
County	Sheriff	155.730 / 155.190
	ch 2	156.150
	Fire	154.430
Univ. of MO	Security Police 1	155.550

Highway Department

Macon Dist 2 Rpt.	151.040
Warrenton Dist 6 Rpt	151.040
Mexico Dist 3 Rpt	151.070
Sedalia Dist 4 Rpt	151.070
Ashland Dist 5 Rpt	151.130
Macks Creek Rpt	151.130
Freeburg Rpt	151.130

Highway Patrol

Primary Ch 1	Base	42.06
Mobile Ch 2	Cars	42.22
Metro Ch 3	Base	42.12
Metro Ch 4	Cars	42.32
Base to base		42.38
Interagency		155.370

Hospitals

Columbia area	155.340
Jeff. City area	155.400
Fulton State	155.145

Police Interagency	155.370
Police Natl. Emergency	155.475
Sherriff Interagency	155.730

Aeronautical

Columbia Tower	119.300
Columbia Approach	120.000
Columbia Ground	121.600
Columbia Unicom	122.950
Columbia Flight Service	122.650
Jefferson City Tower	125.600
Jefferson City Ground	121.700
Jefferson City Unicom	122.950
Natl. Guard Helecopters	118.550, 46.70, 49.80
Kansas City Center	118.400
Local Gvd States	124.100
	135.400

Ham Radio Repeaters

Columbia	146.760
Jefferson City	147.000
Jefferson City Simplex	146.460
Rolla	146.790

TV and Radio Stations

KOMU Ch 8	Columbia	151.835
KFRU	Columbia	161.670
KLIK	Jeff City	161.700
		161.760
KFRU	Columbia	161.730

ST. JOSEPH, MISSOURI & AREA FREQUENCYS

SERVICE:	FREQUENCY:	COMMENTS:
ST. JOSEPH POLICE	460.150	F1: Dispatches & Calling; Repeater
	460.200	F2: Registration Checks; Repeater
	460.225	F3: Information; Base & Mobile
ST. JOSEPH FIRE	460.600	Repeater
" " PUBLIC WORKS	153.920	
" " ANIMAL CONTROL	154.085	
" " AMBULANCE	155.220	Also uses MED-1 463.000 & 468.000
BUCHANAN CO. SHERIFF	154.755	Base & Mobile
ANDREW CO. (SAVANAH, MO.)	155.415	Sheriff & Ambulance
" " FIRE	154.055	
MISSOURI CO. SHERIFF'S	155.37 & 155.73	Statewide Calling
KANSAS CO. SHERIFF'S	39.460 & 39.580	" "
MISSOURI STATE HWY. PATROL	42.060	Base & Car to Car
	42.220	Mobile
" " " "	456.275	Repeaters
	456.475	"
	456.525	"
MISSOURI STATE CONSERVATION COMM.	151.190	Repeater
MISSOURI STATE HWY. DEPT.	151.130	Repeater
MISSOURI WESTERN COLLEGE SECURITY	453.225	
KQTV	450.087	
KKJO RADIO	161.640	
ST. JOSEPH LIGHT & POWER	47.840	
" " CABLEVISION	461.800	
HAM REPEATERS	146.85 & 147.180	
OLDER ADULTS TRANSPORTATION SYSTEM	151.805	

JEFFERSON COUNTY POLICE

155.640	Jefferson County Police		(dispatch)
155.730	" "	Ch. 1	(old sherrif band)
156.150	" "	Ch. 2	(car to car)
155.910	" "		(*)
154.310	Jefferson County Fire		(dispatch-all departments)
154.280	" "	"	(ch. 2-point to point)
453.800	Arnold Police		(dispatch-repeater)
458.800	" "		[redacted] (input)
158.730	Crystal City / Desoto Police		(dispatch)
159.030	Crystal City	Ch. 2	(car to car)
158.775	Desoto		(street dept. / car to car)
155.685	Festus Police		(dispatch)
155.850	" "	Ch. 2	(car to car)
156.030	" "	Detective	(*)
159.090	" "		(*)
155.430	Kimmswick Police		(dispatch)
154.755	Pevely / Herculaneum Police		(dispatch)
155.475	State Emergency Mutual Aid		(used to contact other depts.)
155.340	Jefferson Memorial Hospital		(medical advisory for incoming ambulances)
159.135	Jefferson County Highway Dept.		

JEFFERSON COUNTY AMBULANCE

155.865	Plattin
155.940	Valle
155.055	Big River
155.175	Mercy

Incidentally, the new Missouri State Patrol Satellite Station is in operation in Flat River. It operates on 42.12/42.32 primarily. It has one of those 4-letter, 3 number call signs that I haven't heard enough yet to memorize. Also rumored is a new UHF repeater for somewhere in western Franklin County. Many thanks to Tim, Randy, and Dave for those contributions.

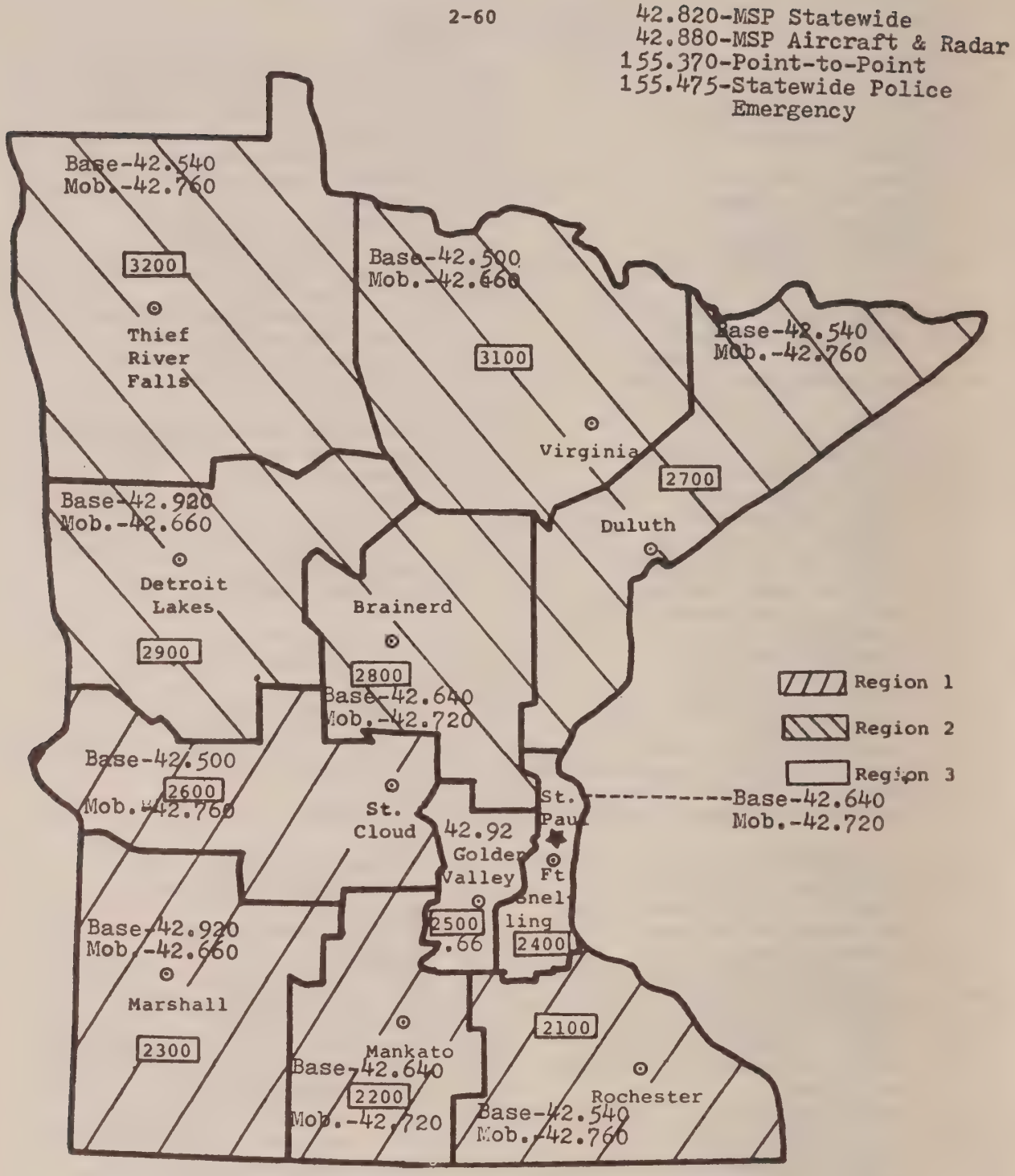
MINNESOTA:

We now complete the excellent contributions of JIM (MN-003):

MINNESOTA 10 CODES

10- 1 Receiving poorly.
10- 2 Receiving well.
10- 3 Stop transmitting.
10- 4 Ackmowledgement.
10- 5 Relay.
10- 6 Busy, will call.
10- 7 Out of service.
10- 8 In service.
10- 9 Repeat message.
10-10 Out of service, subject to call.
10-11 Dispatching to rapidly.
10-12 Officials or visitors present.
10-13 Advise weather or road conditions.
10-14 Convoy or escort.
10-15 Prisoner in custody.
10-16 Daily reports.
10-17 Pick up papers or officer.
10-18 Complete present assisgnment as soon as possible.
10-19 Return to your station.
10-20 What is your location.
10-21 Call ____ by phone.
10-22 Disregard.
10-23 Check for traffic.
10-24 Clear, no traffic now.
10-25 Do you have contact with___?
10-26 Call office.
10-27 Any answer our number_____?
10-28 Check full M.V. registration
10-29 Check for stolen or wanted.
10-30 Does not conform to rules.
10-31
10-32 Is Breathalyzer available?
10-33 Emergency traffic only!
10-34 Trouable at station--help!
10-35 Confidential information.
10-36 Correct time.
10-37 Stop at (location & time).
10-38 Investigating--at--location.
10-39 Assist officer--with--at.
10-40 Do not divulge location.
10-41 Switch to alternate channel.
10-42 Call home.
10-43 Number you can be reached at.
10-44 D/L clear, as given, valid.
10-45 Complete D/L record check.
10-46 Game & Fish violation check.
10-47 Urinalysis report .__%
10-48 Blood alcohol report .__%
10-50 Property damage accident at__
10-51 10-50 & tow truck enroute.
10-52 Personal injury accident at__
10-53 10-52 & EMS enroute.
10-54 Fatality accident.
10-55 Funeral.
10-56 **Investigate** DUI/DWI.
10-57 Intoxicated/inebriated.
10-58 Request permission to talk to
10-59 10-58 complete.
10-60 What is next item number?
10-61 Clear for assignment.
10-62 Enroute to assignment.
10-63 Net directed.
10-64 Net free.
10-65 Clear for item orassignment.
10-66 Clear for cancellation.
10-68 Repeat dispatch.
10-69 Drug call.
10-70 Net message (state net msg.).
10-71 Proceed with traffic in seq.
10-72 Dead person (D.O.A.)
10-73 Abandoned vehicle.
10-74 Theft.
10-75 Juvenile trouble.
10-76 See complainant.
10-77 Prowler.
10-78 Ambulance/EMS call.
10-79 Domestic disturbance.
10-80 Sex crime (exposer, rape,etc)
10-81 ADT or bank alram.
10-82 Burglary.
10-83 Disturbance.
10-84 Fight.
10-85 Knifing/stabbing.
10-86 Armed robbery (hold-up).
10-87 Shooting.
10-88 **Officer needs help!**
10-89 Homicide.
10-90 Tower light check.
10-91 Disregard further help.
10-92 Reserve room for _____.
10-93 Frequencies to be checked.
10-94 Radio maintenance at--time--.
10-95 Radio check/Test w/normal mod.
10-96 Civil Defense "Alert".
10-97 Civil Defense "Evacuate".
10-98 Civil Defense "Take Cover".
10-99 Civil Defense "Test".

MINNESOTA STATE PATROL



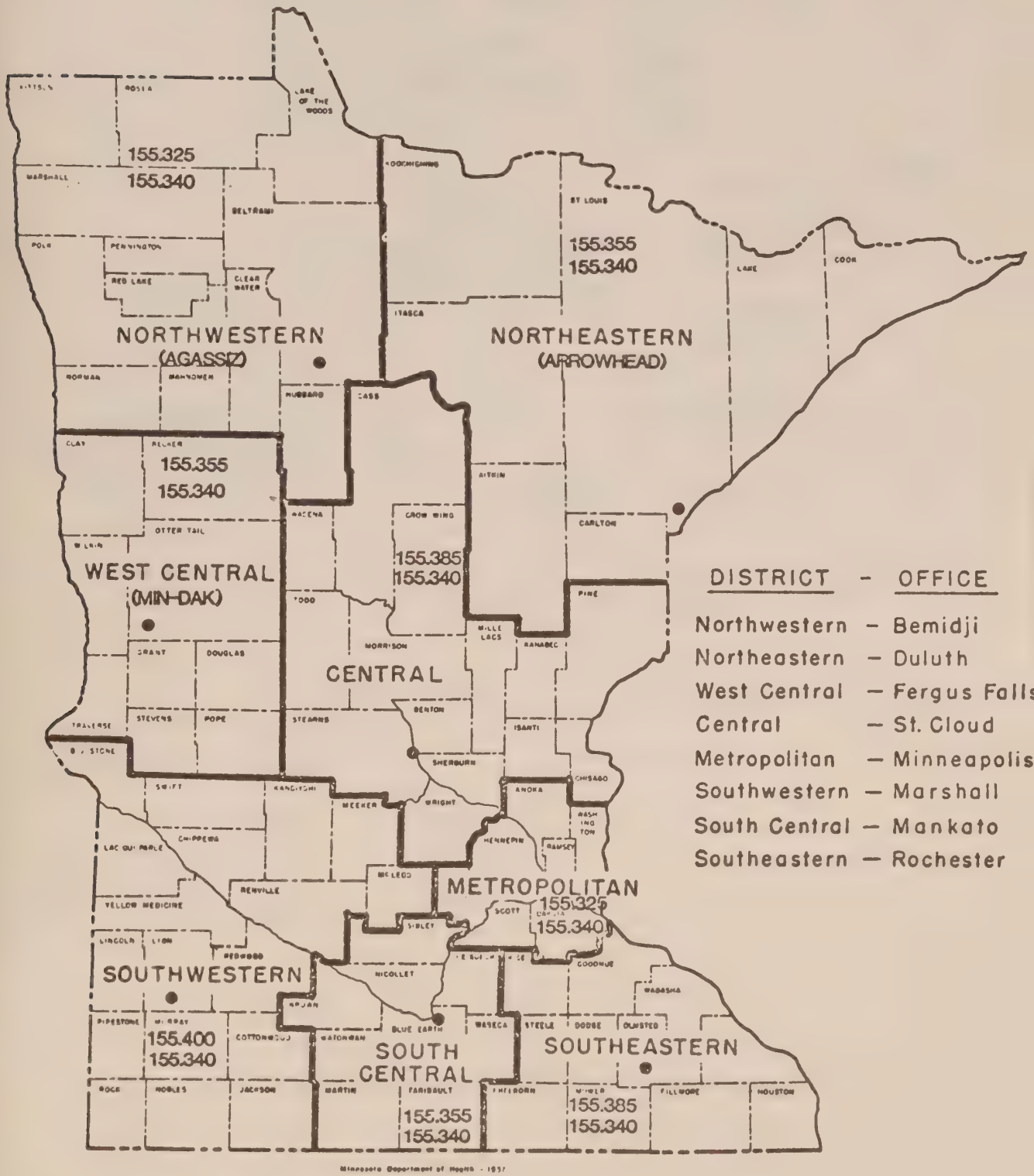
MINNESOTA HIGHWAY PATROL OPERATION

Figure 2.3-2

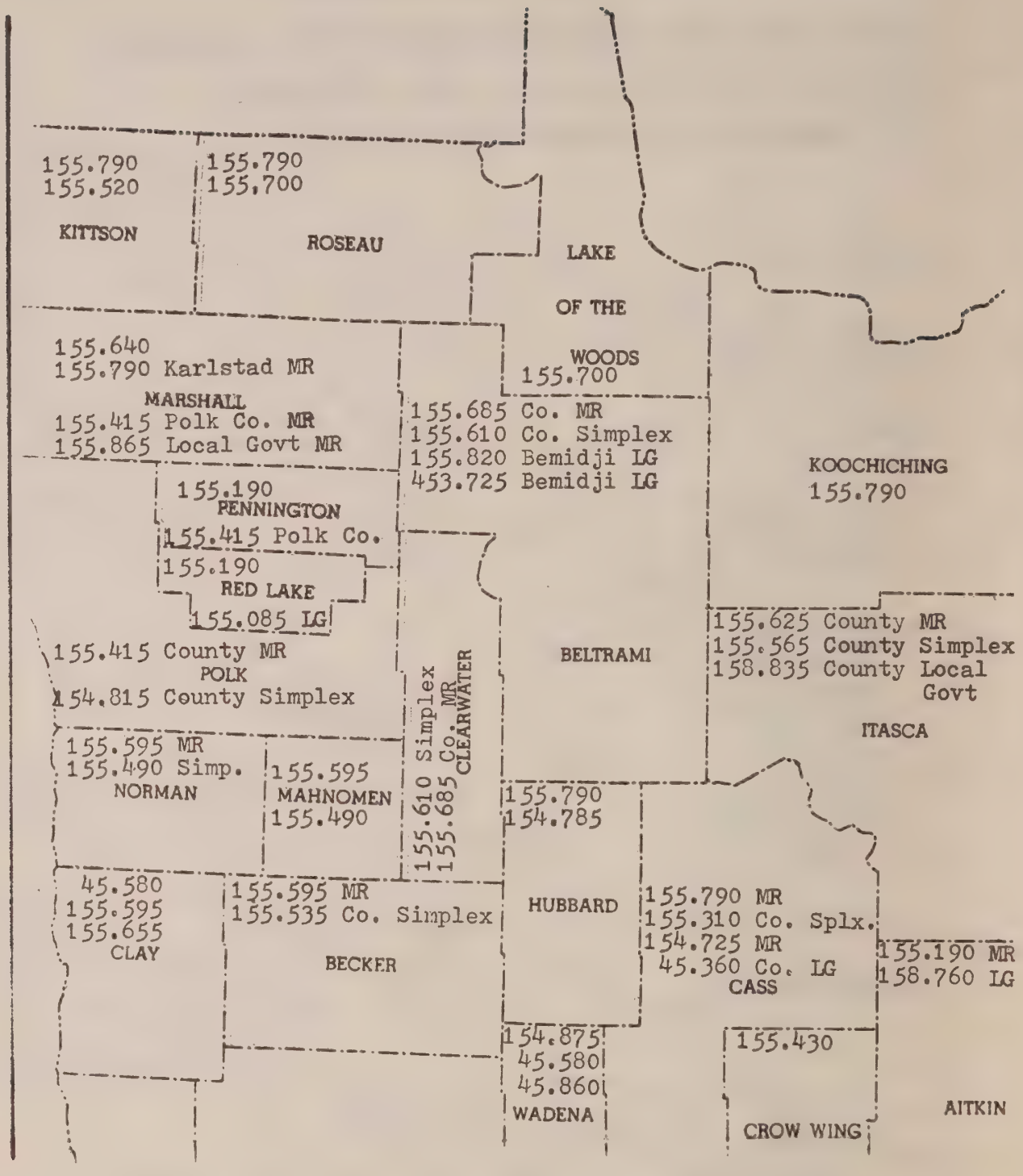
MINNESOTA DEPARTMENT OF HEALTH

Health Districts and Offices

MANDATORY RADIO FREQUENCIES



STATE OF MINNESOTA:



PRIMARY-COUNTY FREQUENCY CHART

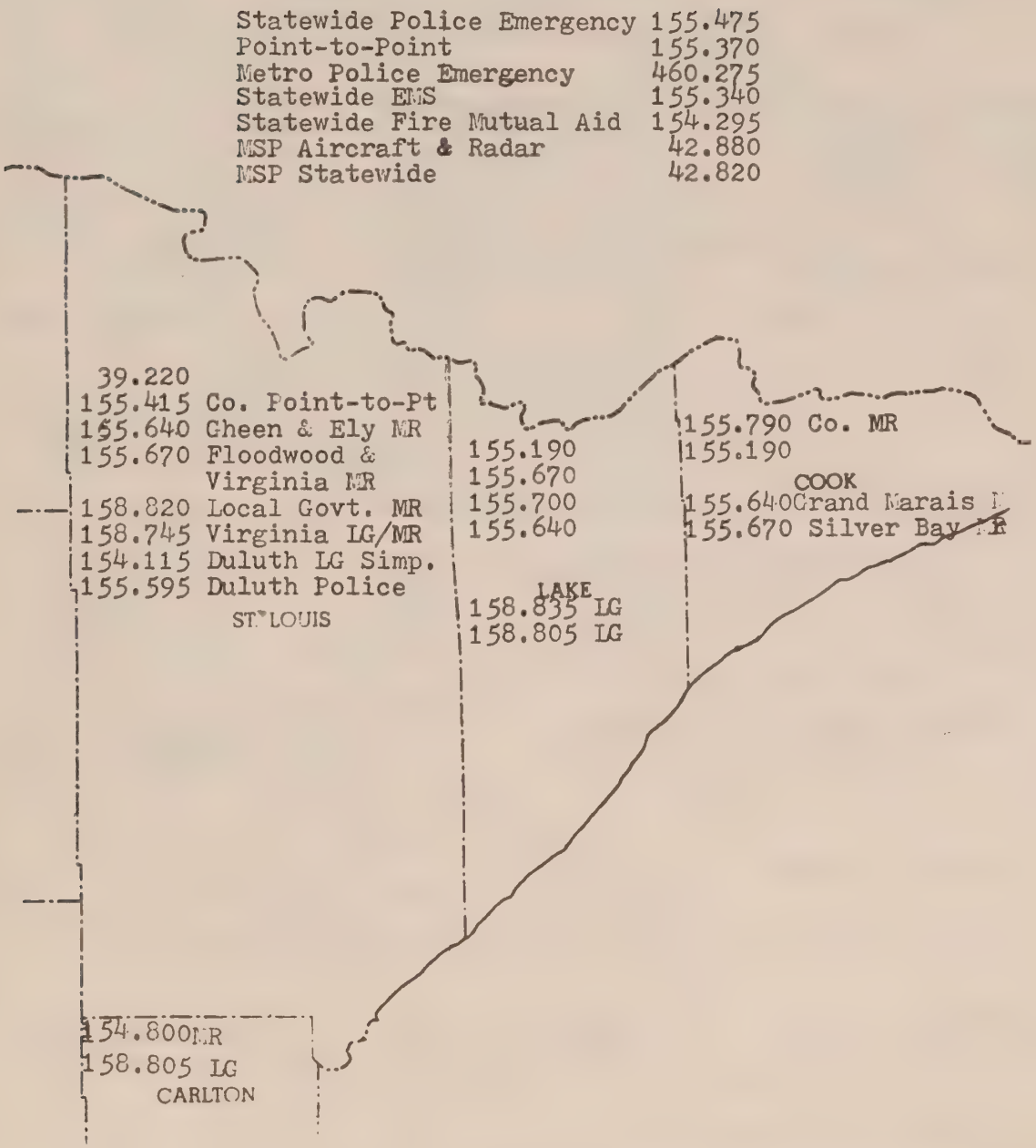
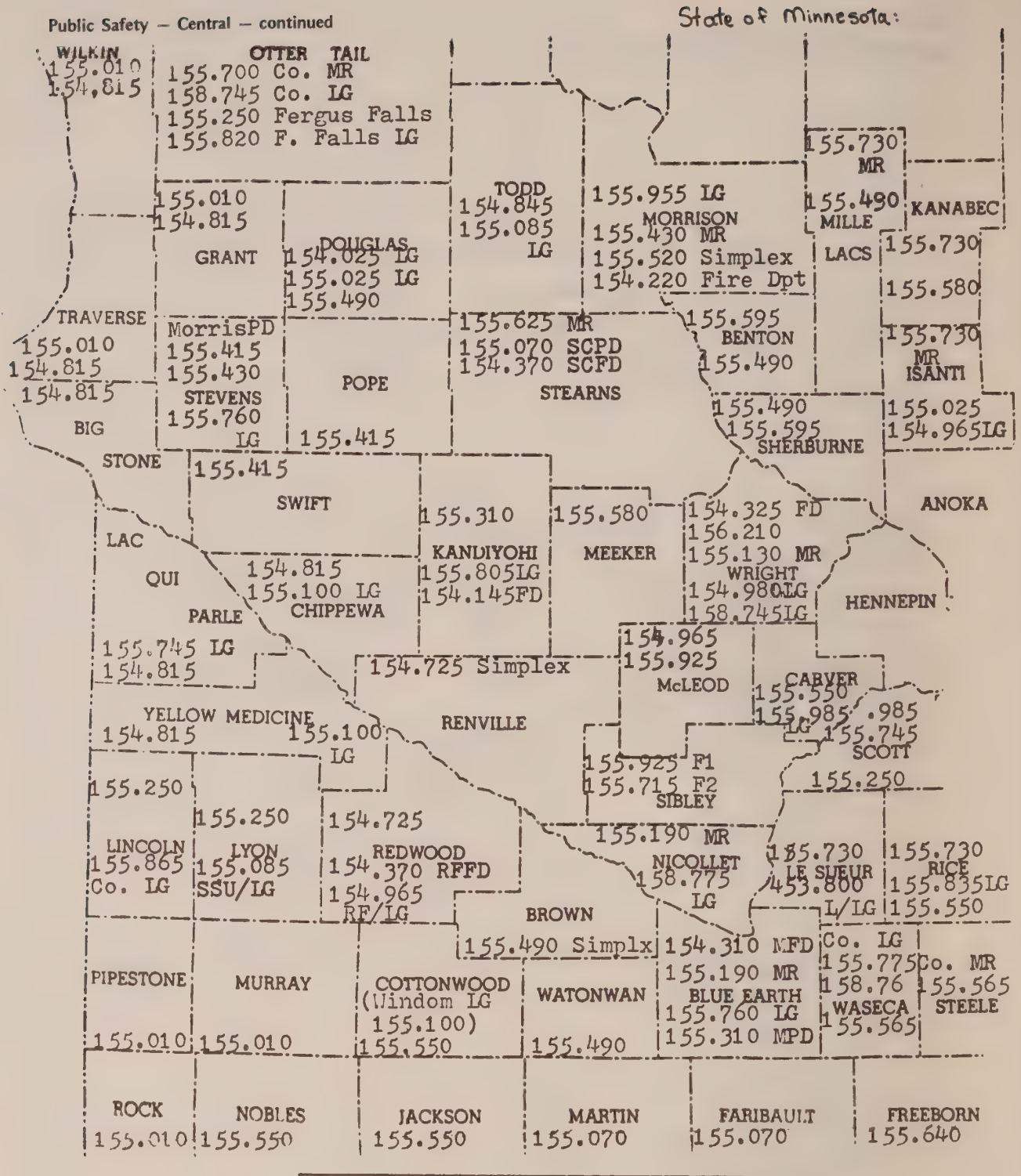


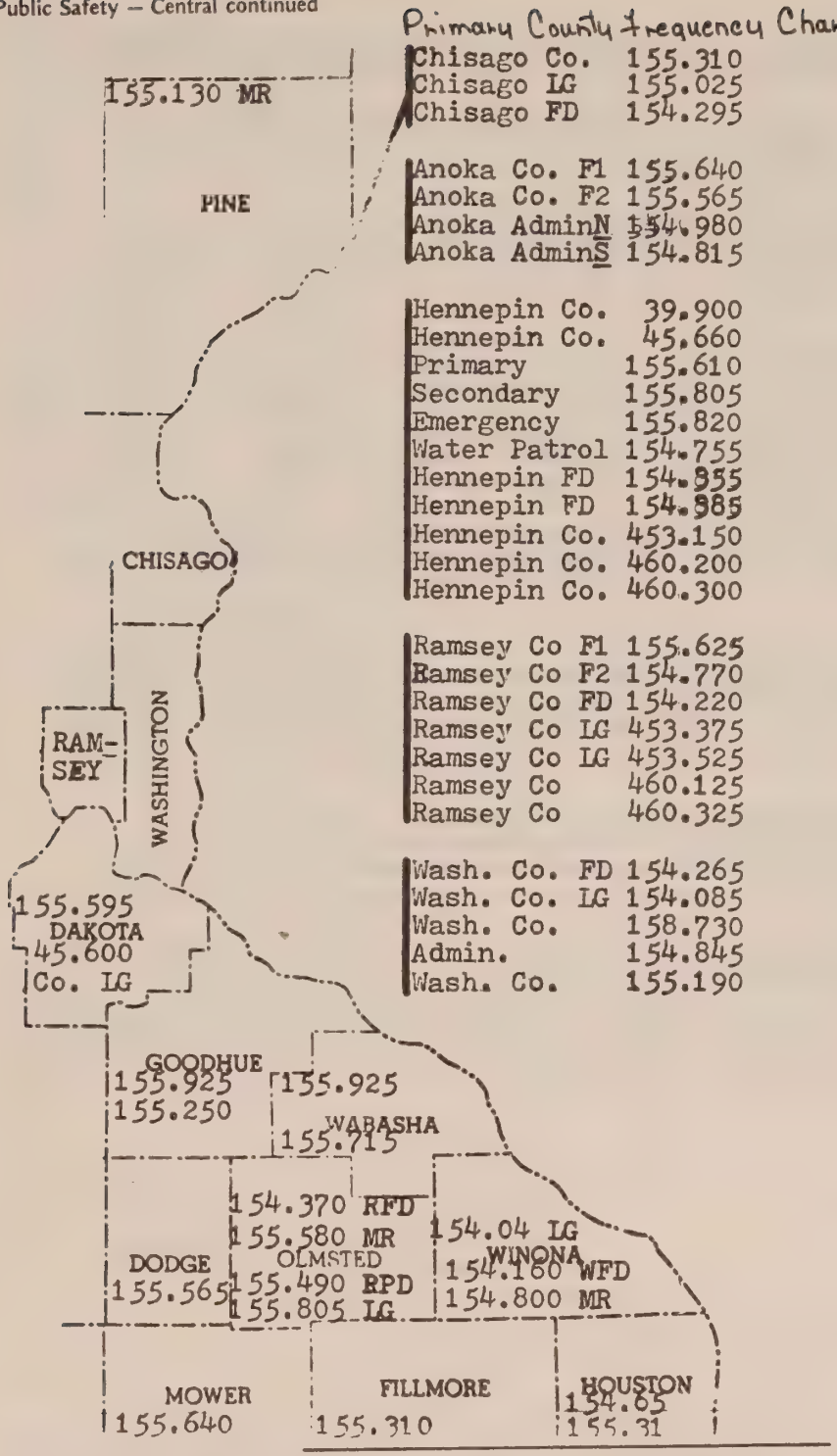
Chart showing lower portion of state found on pages 56 and 57



ILLINOIS, INDIANA, WISCONSIN, MICHIGAN:

Greetings from Oswego (and the "Great Lakes" area). Welcome aboard to another edition of this column. By now, spring is in full swing and the snowy and bitter cold winter months are past history.

May starts off with a bang-the RCMA Spring Festival down in the St. Louis area hosted by our counterparts of the St. Louis Chapter. It's a great event-definitely worth the time and effort to attend.



First order of business-news about items previously featured in this column:

CHICAGO FIRE DEPT. Courtesy of Ed (IL-004) and Mike (IL-014). A lot of controversy has been eliminated-now that the new 247 hand/held units have been placed into service. Fire cos. received 4-channel versions, while the chiefs received 6-channel versions. The radios will have limited range plus "a channel reserved for the dept."-to be used at fire scenes. (It's pretty well been determined that the high band will be used-with rptr "talk around" capability). The big controversy about the 800MHZ system and the new computer dispatch system has yet to be resolved. More time (a late fall cutover) and money (several million) will be needed to upgrade the system to conform with the

latest technology. (Editor's note: The controversy about 800 MHZ and computers go back to the fall of 1979. One of my first columns dealt with this subject).

MORE HWY. MAINT. FREQS. courtesy of Chuck (IL-141) and Mark (IN-014).
Williamson County, IL 453.100 rptr
Adams County, IN 151.055 simplex

MORE CHICAGO AREA HOSPITAL SECURITY FREQS. from Kevin (IL-197)

Cook County Hospital - Chicago	KVZ925	464.875
Loyola Medical Center - Maywood	KZZ996	155.160
	KSW389	464.650
Holy Cross Hospital - Chicago		464.475
Mercy Hospital 0 Chicago	WRH973	464.350
Little Co. of Mary Hospital - Evergreen Park	KAB1484	462.575
Michael Reese Hospital - Chicago		463.825
Univ. of Illinois Hospital - Chicago	KAR202	464.525
Ingalls Memorial Hospital - Harvey	KDW421	461.025

Corrections to my Feb. column.
The call sign for Berz Ambulance is WDW271. The call sign for Vandenburg Ambulance is KSU683. The call sign for Tower Ambulance (as monitored) is WGG967.

Now-on to new business.

HOWARD COUNTY, IN SHERIFF FREQ. PLAN Courtesy of Mark (IN-014). "Tac 1"=155.640 rptr out (156.090 in), "Tac 2"-155.640 simplex, 155.130 simplex, "Kokomo Ch. 1"= 155.565 rptr out (155.910 in). The statewide freqs. of 155.370 base and 155.475 mobile are also in use. The new call sign of KNCA736 replaces the old KJF693.

KOSCIUSKO COUNTY, IN SHERIFF FREQ. PLAN also from Mark (IN-014). The new dispatch freq. is 154.845 rptr out (?? in as of mid-Feb). Other freqs. in use are 155.130 base/154.890 mobiles and the statewide freqs. of 155.370 and 155.475. The base still ID's as KSA997 with mobiles using the "43-" prefixes.

WABASH COUNTY, IN SHERIFF DATA Also from Mark (IN-014). A revised freq. plan is in effect. F1 is 155.130 base/154.890 mobiles. F2 is 155.130 mobiles. F3 is 154.815 simplex (the new dispatch freq.). F4 is 155.475 mobiles. (The base has the statewide freq. of 155.370). The base ID's as KSA432 and "Station 85". Mobiles are of the "85-" prefix and have the call sign of KA3297. The unit plan is as follows:

85-1 Sheriff	85-2 Captain
85-3&4 Sgts.	85-5 thru 10 Deputies
85-11 Head Matron	85-12 County Coroner
85-31 Roann Town Police	85-40 thru 43 Police Lafountain
85-51 &52 Lagro Police	"Units 60&61" Reserve Patrol Squads
85-600 Civil Defense	85-700 Mobile Command Post
85-AC-1 County Animal Controller	85-JC-1 Jail Commander

"S-" prefix: Reserve deputies, turnkeys, and dispatchers.
"110,113,115" Conservation officers assigned to the Co.

Mark has made the most of the bad winter weather that plagued the Midwest in Jan. and in early Feb. by putting in a lot of "radio time". His completes his contribution with material about the Ft. Wayne, IN area. This will be done in a three part segment.

FT. WAYNE, IN F.D. will have changed freq. uses by the time this column is in print. Dispatch functions will be found on "Ch. 2"-154.325. Fireground will be found on "Ch. 1"-154.190 (Interference from neighboring communities using 154.190 made it necessary for the change.)

FT. WAYNE, IN AMBULANCE SERVICES have joined with Allen County to form the Ft. Wayne/Allen County Advanced Life Support System. A new radio system was designed around the UHF "MED" channels, with "MED-9" and "MED-10" being the dispatch freqs. As of this writing, the system should be in operation-and the ambulance traffic will have vanished from previously used PD "Ch. 3" of 155.790 rptr. out (159.210 in).

Mark has prepared an all-inclusive story about the FT. WAYNE P.D. so I'll let his tell it in his own words:

Ch. 1 155.610 repeater out (159.030 in) - Information
Ch. 2 155.535 repeater out (158.970 in) - Dispatch
Ch. 3 155.790 repeater out (159.210 in) - Car-to-car/Special
Ch. 4 155.670 repeater out (158.730 in) - Investigative Division
155.370 base only - Statewide Police Intersystem
460.200 repeater or simplex - Vice Squad

All district patrol cars have a two digit number. The first digit indicates "area" number. The city is divided into nine areas. The second digit indicates the "district". So, "32" would be an area 3, district 2 car. This number is preceeded by "unit" or "squad". A "unit" is a one man car, a "squad" is a two-man car.

Most other numbers are three digit numbers. The first digit indicates the type of unit.

100's: K-9 units.
200's: Park Police.
300's: Command.
400's: Uniform command (patrol sgts.) and Traffic Division.
500's: Detectives (includes juvenile units).
600's: Vice units.
700's: Communications Division.
800's: Reserve units.
900's: Criminal Intelligence.

"Wagons" are prisoner vans and I.D. simply as "Wagon-1", etc.

A "cage" is a patrol car with a security screen for transporting prisoners.

When a car requests a "hook" he wants a tow truck. The dispatcher then calls Tow truck-1,2, or 3. These are the offices of three tow truck companies which have contracts with the city for police towing. Each office has a radio on P.D. Ch. 2 so it can receive and answer calls for their services. Tow truck-1 serves the northern third of the city, 2 the central, and 3 the southern, I believe. Tow truck-1 is Hefner's, I am not sure of the other two. Hefner's Towing dispatch freq. is 157.485.

Mark, thank you for a most comprehensive contribution. (The typist also thanks you-she needs a break once in a while!)

I've saved my feature story for last.

Based on late information received from Gary (IL-073), Chuck (IL-141), and Tom (IL-030), the following changes are to be made to my series of articles written about the IL. DEPT. OF LAW ENFORCEMENT in the Sept.-Nov. 1981 RCMA Newsletters.

LOW BAND FREQS. in 3 dists. were changed during the last week of Jan. Dist. 17 (Peru) and Dist. 19 (Carmi) are now found on 42.46 simplex, while Dist. 18 (Litchfield) can be found on 42.34 simplex. No further changes are planned at this time.

Within a period of approx. 2 years, all DIST. 15 (TOLLWAY) OPERATIONS will be moved from 450MHZ up to the 800 MHZ band. The first system-a "conventional" type-is slated to begin service sometime late this year. (Remember-mobile units will still have high band radios. It is also expected that "Oak Brook" base will retain its 42 and 155 MHZ capabilities).

HIGH BAND FREQS. No new allocations are planned as of this writing. Dists. without assigned "HF2 utility freqs. (include 1, 6-6A, 17 thru 19) will continue to use the statewide "HF4" (or channel 7) until allocations can be made.

NEW I.S.P. DISTS. are still a possibility in the foreseeable future. The 3 remaining sub-posts (Pittsfield, Ashkum, and Cairo) will all eventually be upgraded to full dist. status. Due to economic conditions, the exact time table isn't known. Some of the planning has been in process for a period of time already. The order of conversion will most likely be "14A, 6A, and 13A".

Uses for Low Band and "HF2" Channels can vary from dist. to dist. Some dists. (5 for example) use "HF2" as a utility or standby freq.-so as not to tie up the main low band dispatch channel. Other dists (2 for example) use "HF2" for followup information after the troopers go on traffic stops. (Driver's license vehicle, and violator data are found here). Many dists. use it for actual dispatch purposes. (Dist. 10 cars along I-57 are more often found on "HF2". Dist. 9 cars in Sangamon County are most always found on "HF2". Dist. 13 cars in the eastern half of the dist. are most likely to be found on "HF2".) In the two "split dists." (14 and 13) having "HF2" almost all sub-post operations will be found on the low band, though.

I.S.P. DIST. FREQ. "GOAL" Eventually all the freqs. are to be revamped. In a few years, I.S.P. "desires" a 2-freq . simplex system at each location-bases on one freq. with mobiles replying on another freq. (Editor's note: you veteran scanner buffs are aware of the systems that were in use back in the late 60's and early 70's. For I.S.P. to effectively accomplish this on the low band will take some accomplishment due to coordination required with neighboring states for avoiding of interference. As for a high band setup of this nature-virtually impossible now).

I.S.P. Use of the "Police Call" Directories. These books are regarded as "gospel" (due to their improved accuracy over FCC printouts) by the communications people at the Springfield command locations. (A real feather in your hat, Mr. Hughes!)

Mobile Unit Designators revised and added:

N Division of Internal Investigation 154.905/154.950/155.460
T DLE Academy Units (people who are assigned to the Police Academy) 155.460
Y Dept. of Revenue Investigators 155.460??
Z State Police Executives ("Z" is never used in voice communications.) "CAR" is used instead-say "CAR-10", etc. The "Z" is for computer purposes 155.460 (some FDF/42.50)

Weigh Scale Changes The correct number for Williamsville is SC-34. A new set of scales is being placed into service in the O'Fallon area-replacing an existing scale. (Editor's guess: The new scale will probably be located on eastbound I-64. The scale to be replaced is most likely at Collinsville, but Godfrey is a possibility).

Separate DCI Locations and Transmitters are found at Peoria (new call sign). Of course, this is not new. Chicago (Zones 3&4-KTC876) is a well-known example.

Changed Remote Site The Herod transmitter in the far southern part of the state can also be accessed from Carmi-Dist. 19. Call sign is KNBG276.

The I.S.P. and "IREACH" For I.S.P. use, 155.055 will apparently be a mobile-only freq. (No bases to be authorized for the I.S.P. dists.) Eventurally it will show up in all the I.S.P. mobiles in the "HF3" slot of the high band radios. (Previous tales about a talk-in freq. of 154.710 for law enforcement units are out of the picture now. 154.710 will continue to be reserved for "State of IL" use. As "IREACH" dispatch points continue to grow, further I.S.P. mobile units operating in those areas will receive the 155.055 freq. (Funding seems to be the big problem at present for new dispatch points).

The Command Center is located in the Armory Bldg. at Springfield. The Supt. (head) of State Police and his staff are located there. They communicate with all I.S.P. dists. from this site. It's a glorified dist. communications center, but better equipped than the average I.S.P. dist. People that work at the Command Center have radio communication with it-mainly on "HF4" (or Channel 7). This site is generally not open to the public-vs. the ordinary I.S.P. dist.

Use of 42.580 as a Command Freq. is in error and is to be deleted from any material on hand.

Low Band Aircraft Radios are primarily 6 channel variety-all preset and crystal controlled-with the common freq. being 42.50. The freqs. inserted into the radios depend on dists. the individual airplane would normally be assigned to.

High Band Aircraft Radios are primarily synthesized. 15 channels are preset, with the 16th channel being an "open" or "free" channel for use with local and county (or even federal) agencies. (There still are a few 12 channel crystal controlled radios around though).

High Band I.S.P. Command Radios are the 8 freq. Motorola type. The first 4 freqs. would be in the standard I.S.P. lineup (NLEEF-ISPERN, functional dist. HF2, IREACH, statewide HF4 or Channel 7). The remaining 4 freqs. are open-choices of freqs. are available as needed. (D.C.I. radios have been previously discussed-some radios in southern IL areas are reported to have "neighboring dist. HF2's" installed for surveillance purposes away from those dists).

Low Band I.S.P. Radios in General are the 4 channel type. (The 2 channel versions have pretty well been retired by now). Presently most cars have LF1 (dist. dispatch channel) and LF2 (statewide 42.50) installed, although some units and command units have other dist. dispatch channels installed in the LF3 and LF4 slots. There are a few 17 channel radios capable of all dist. communication in operation, but these units are special.

High Band I.S.P. Radios in General are the 4 channel variety with the standard I.S.P. freq. lineup (previously discussed). At this writing, approx. 25 units in the Sanganon County area of Dist. 9 do have the 8-channel variety-with HF5 being the Sangamon SD freq. of 154.860. The other 3 freqs. are "open" (Monitor other local freqs. or even transceive capability on other dists. HF2 freqs.)

High Band Base Station Setup corrections: HF3 will eventually be 155.055 "receive only", HF6 is 155.340 receive only. (The base station monitors the freq., but only hears traffic when a MERCI radio transmits with the proper "tone". All replies will be on HF4).

Low Band Base Station Setup corrections: LF3 is the mobile transmit freq. only. For those base stations using the "split freq. mode", it's a convenient way to monitor the talk-in freq. while dispatching. LF4 is the base transmit freq. only. For those base stations using the "split freq. mode", it's their way of complying with the law- by monitoring the channel they are transmitting on. It's also a very easy way of monitoring traffic from the weigh scales. (Note: LF3 and LF4 are not required where a base station uses the single freq. dispatch channel). LF5 is still used in some rural areas where 39.50 is in use as the local and/or county dispatch freq. (Places to find LF5 would primarily be down in far southern parts of the state plus a few counties in the south-western part of the state). Any "talk-back" would be on the 42.50 LF2 freq.

154.710 has reverted to a surveillance freq.-mobile only-for the Southern IL Enforcement Group. Dispatch operations by the Carbondale base (KXR832)-and a new low power base at Marion (also ID's as KXR832, but using a converted mobile unit)-have been transferred to the 154.905 D.C.I. dispatch freq. (Note: so-called "base" station IDing as "Edward 99" are still being heard on the freq. in the Chicago and Springfield areas). Executive Security units are also active on the freq.)

A new Dept. of Corrections police network may be coming into existence. Mobile units plus "Springfield Base" and "Decatur Base" are being heard on the previously quiet 37.36 freq. Corrections K-units operating on "unknown freqs." are also reported seen around the Peoria area. (I've included this news in the revision, as my original material includes details of Secretary of State and Dept. of Conservation police networks).

My thanks go out to Tom (IL-030), who has readily contributed material about IL state radio over the last several years. Chuck (IL-141) also deserves recognition, as he is in constant communication with me about IL state radio activities down in the far southern part of our state.

I welcome Gary (IL-073) to the ranks of contributors to this column. He recently visited the I.S.P. Communications Bureau in Springfield. A rather extensive Q and A session was held with two officials there. (No mention was made of DVP radio eqpt. or its uses. Although Gary never specifically asked about activity on 154.710, the two officials declined to discuss the freq. as such). Thank you for "sharing" your interview with the rest of RCMA.

A last minute addition-thanks to Jeff (IL-064). He reports MEG units in the Chicago area on the 156.000 surveillance freq. (Most likely this freq. has been substituted for the well-known 154.710 due to the large amount of executive security traffic on the latter freq.).

This has been a long and interesting column, but it's drawn to a close. Let's hope the onset of summer brings plenty of

Happy Monitoring!!

TEXAS, OKLAHOMA, ARKANSAS, LOUISIANA, MISSISSIPPI:

Greetings and welcome to the May issue of the southern portion of the Public Safety-Central column. Publication of this issue marks the first anniversary of my editorship of this portion of the column. I have had a wonderful year meeting, speaking, and corresponding with the many fine members of the area. I look forward to another year of the same. Thank you for the words of encouragement and moral support you have all shown me, as well as for the great input provided. It is your input that makes the column. In the last month I have been getting a lot of input. This is great! Keep it up. I just ask that all of the wonderful folks that sent material be patient awaiting publication of their input. Now without further ado, let's get going as there is a lot of material to cover.

Spring is about around the corner as I write this. And spring usually means severe weather season for most of us. An interesting and at times vital source of monitoring the severe weather situation are the Project SKYWARN programs that are in place around the country. Project Skywarn is a program of the National Weather Service to train and educate interested clubs and groups of people on the how's and where's of severe weather spotting. The group after being trained, will then be officially sanctioned to conduct the program in their area. The NWS radar's are nice and sophisticated but radar still can not distinguish actual cloud formations, actual amount of rain accumulated, etc. There are always several indicators of such, of course, but it still takes live reports to help the NWS refine their reports and warnings to the public by way of Broadcast and NOAA weather radios (you know--the 162.400, 162.475, and 162.550 broadcasts). This is where the Skywarn program comes in. Generally speaking, in most cities of any significant size an organized radio club conducts the Skywarn program for that area, taking in on-the-scene reports of estimated amount of rainfall rates, wind velocity & direction, cloud formations, etc., etc. Any report that could assist the NWS in its charge of duties to the public are taken in and given to the NWS for its use in providing warnings to the public. A common practice in many ham operated Skywarn programs is the practice of having an amateur radio set and an amateur operator actually in the NWS office standing side by side with the NWS personnel enabling the NWS to receive these reports directly and have instant feed-back capability to a report, if needed. Amateur operators perform these services as a service to the public, under the FCC's basis and purpose of establishing the Amateur Radio Service. Such public service work justify the vast frequency allocations that amateurs are privileged with when national and international allocation conferences (such as WARC-79) are held.

I have received a number of reports from various members reporting the amateur repeater frequency used for SKYWARN programs in various cities, so let me list these now (source credit follows the entry):

Area Location	Freq	Operated by (if known)	(Source credit)
Ft. Smith, Ark	147.030 (147.63 IN)	(soon to be replaced by...)	
Fayetteville, AR	146.760 (146.160 IN)	WA5DTP	N.W. Ark. Amateur Radio Club
Huntsville, AR	146.670 (146.070 IN)	K5DVT	" " " " "
Fayetteville, AR	145.470 (144.870 IN)	KB5UI	" " " " "
Elkins, AR	147.030 (147.630 IN)	W5SEP	" " " " "
Springdale, AR	146.700 (146.100 IN)	W5NIR	" " " " "
" "	147.210 (147.810 IN)	WB5VDO	" " " " "
			(all from MIKE, AR-013)
Little Rock, AR	146.940 (146.340 IN)	K5KD	Central Ark. Radio Emerg. Net (from Russell, AR-003)
Austin, Tex	146.940 (146.340 IN)	WB5PCV	Austin Radio Club (from Ken, TX-3)
San Antonio, TX	146.940 (146.340 IN)	WR5ADJ	S.A. Rptr Organ. (from Ken, TX-3)
New Braunfels, TX	147.150(147.750 IN)	K5PWX	New Braunfels area hams (from Ken, TX-3)

(Note: The above is presently down but is expected up by spring.

Usually there is at least one other alternative frequency available to each area's operation, which can be used during weather activity to handle associated weather reports of down power lines, up-rooted trees, etc., etc. and given to the proper agency. Also let me add that while the amateur 2m band is typically used for such program activity it is very possible that the amateur 220 MHz and/or the 450 MHz bands are used in a particular area instead. The 220 MHz band is a popular alternative in some areas where public eavesdroppers (let's face it--that's us they are refering to) or avoiding public panic are prime concerns. Parallel nets on 2m and 220 MHz are known to exist in some locales (particularly the mid-west) but the manner in which the nets are handled will leave the average listener unaware the parallel exists. Publically sensitive comments are handled on 220 MHz band and public assurance type and routine type messages are handled on 2m so the public will hear them.

Non-amateur weather spotting alert nets reported to this column:

Location:	Freq. used:	Call:	Operated by:
Jefferson County, AL	154.025 B/M	KXK 336	Jefferson Co. Civil Defense (from David, AL-001)
Navarro Co., Tex	various SO repeaters in area,	WBN 923	Navarro Co. Civil Defense (from Ed, TX-45)

This last entry is a bit unusual and deserves a bit of an explanation. Ed reports that the NWS radar has an apparent blind spot or some other problem in covering the Navarro Co. (Corsicana, TX) and adjacent counties region. Therefore this particular county operates a private weather radar system to spot severe weather and through the county license operates a network of weather spotters consisting of law enforcement officers and other authorized personnel to gather up the needed live reports. The license covers and the radio used is capable of operating on the other adjacent county SO repeaters as well for communicating directly with the affected area.

In closing down this discussion of the Project Skywarn program, let me point out that the program is not limited to amateur operators/clubs and/or civil defense organizations. CB operators/clubs are also active in some areas for the Skywarn program, particularly in rural areas. The NWS does not care if the program is operated by CB'ers or amateurs, as long as the desire and the means of communicating exist to quickly report various weather situations to their office after being properly trained. In addition, let me comment that while the realm of amateur radio systems and CB related activity are normally out-side the scope of the RCMA's interests, this particular subject application was evidently of wide spread interest judging from the input received. If this is something that would be of further interest to the readers, please send in your comments regarding this subject and further reports on your area's Skywarn program frequency & operational details. Depending upon the reader reaction and response, another weather monitoring report may follow in this column in a number of months.

Spring time also brings up some favorite subjects of mine--vacation and picnics. For some of us that means going out to our nearest or favorite park or forest camping facilities. And what better way to enjoy the great outdoors than with a monitor! To get the ball rolling on this subject, I modestly refer you to my contribution in the May 1981 issue of the RCMA newsletter. I also need to point out a minor correction to the state forest allocation misc. listings on page 54 of the May '81 issue. Change the Dallas listings (KIZ 672 and KTB 293) to read "City of Dallas" as the licensee. It had previously been assumed these were state licenses. That is incorrect. These two licenses are Dallas city licenses. The city of Dallas licensed these for their Dept of Parks & Recreation. It is noted these two frequencies are inactive at the present time. (From the RCMA DFW Chapter. Thanks gang!)

Input from GARY, TX-94, of Rusk, TX updates my May '81 article further. Take it away, Gary:

TEXAS STATE RAILROAD (HISTORICAL PARK)
by Gary Fitts, TX-94

The Texas State Railroad is located in Anderson and Cherokee Counties, running between the cities of Rusk and Palestine for a distance of 25.5 miles. The history of the state railroad covers a great period of time beginning in 1896 as part of the State Prison System. The bulk of the present day park was transfered to the State Dept of Parks & Wildlife for the creation of an historical park dedicated to the preservation of steam locomotives and railroading's golden age. An actual train run takes place from time to time to demonstrate the old time railroads' machinery to the public. The Texas State Railroad (TSR) right-of-way runs through the heart of East Texas with two depots at Rusk and Palestine.

TSR operates on 151.340 with bases in Palestine (KCS 461), Rusk (KFP 494), and Maydelle (KUS 596). Mobile units are simply numbered 1 through 6. The train is called "High rail" with a radio on the last coach. There is also a diesel engine--unit #7--and five steam locomotives, each with radios, and are units 200, 201, 300, 400, and 500.

An interesting note, Locomotive 400, the diesel engine, plus some cars were featured in the recent James Garner TV-movie, "The Long Summer of George Adams".

Thanks, Gary for that interesting report. But wait! Gary sent in another report on the...

THE TEXAS FORESTRY SERVICE
by Gary Fitts, TX-94

The Texas Forestry Service (TFS) has its headquarters on the campus of the Texas A&M University at College Station. The Service's Departments of Forest Management, Forest Environment, and Information & Education are located here. The remainder of the Departments are located in the Cudlipp Forestry Center at Lufkin, with the Forest Fire Control Dept., Forest Products Laboratory, and the Forest Pest Control Section stationed here, along with fire crews stationed throughout the 52 counties in East Texas that TFS has responsibility over. TFS provides protection of private and state forest lands. The 52 counties in East Texas are divided into five Areas with each Area consisting of 2 Districts, for a total of 10 districts.
(Editor's note: One publication I have states TFS has a total of 14 Districts.)

The five Area Headquarters are:

Area 1 Linden (Cass County)	Area 4 Woodville (Tyler Co.)
Area 2 Henderson (Rusk Co.)	Area 5 Conroe (Montgomery Co.)
Area 3 Lufkin (Angelina Co.)	

Area 2 District Offices are located in Jacksonville and Carthage.
Area 3 District Offices are located in Nacogdoches and Crockett.
Area 4 District Offices are located in Kirbyville and somewhere ? unknown.
The District Offices in the remaining Areas are not readily known to me.
The Jacksonville District of Area 2 covers the following counties: Cherokee, Anderson, Henderson, and Smith Counties.
(Editor's note: Can anyone help Gary out with District office locations? Also if someone could supply a map showing the TFS Area and District boundaries, please write in!)

The TFS radio system consists of two channels. Channel 1 is a system wide common, with repeaters located throughout the TFS Region. Channel 2 is a simplex tactical frequency and the actual frequency varies from one TFS Area to another. All mobiles within an Area have the same F2 frequency.
Note: Ch. 2 is the primary working frequency in each TFS Area.

Area 1
Linden dispatch (ch 1 callsign unknown)
(ch 2 KKC 779)
ch 1 151.475 (159.360 input)
ch 2 159.375
(Editor note: my FCC list shows licensed for 159.300 instead??)

Area 2
Henderson dispatch (KLQ 45//KKJ 256)
ch 1 151.475 (159.360 in)
ch 2 159.435
* Jacksonville dispatch (KKR 565)
same freqs as above
Carthage dispatch (call u/k)
same freqs as above

Area 3
Lufkin dispatch (KLQ 43//KKB 849)
ch 1 151.475 (159.360 in)
ch 2 159.405 (also licensed for 159.300 and for 170.575)
* Crockett dispatch (KKV 490)
same freqs
* Nacogdoches dispatch (KMA 975)
same freqs

Area 4
Woodville dispatch (KLQ 42//ch 2 call?)
ch 1 151.475 (159.360 in)
ch 2 159.375 (from Phil, TX-97)
Kirbyville dispatch (call u/k)
same freqs as above
(Note: The repeater in Mayflower is on the frequency 159.240 instead of normal 151.475. From Phil, TX-97.)

Area 5
Conroe dispatch (KLQ 40//KKB 850)
ch 1 151.475 (159.360 in)
ch 2 159.300 (also licensed 170.575)

* = TFS District bases in Jacksonville, Crockett, and Henderson have ch 2 capability only.

FCC licenses show TFS licensed for the freqs: 31.42, 151.160, and 151.190. I have not found these to be active.

In addition to the above system, the U.S. Forestry Service maintains the forest land within the four National Forests located in East Texas. The U.S. Forest Service operates on two National Forest repeater frequencies, ch 1 and ch 2. TFS is licensed in a few places to operate on the USFS ch 2 output freq (170.575) to co-ordinate state and federal fire activity. 164.825 is also a link from USFS to TFS to exchange info on fires in the Lufkin area. Watch for a future report on the USFS radio system in East Texas in the US Govt column.

TFS Area unit numbering is very simple. Area 1 uses the 100's series, Area 2 uses the 200's, Area 3--300's, Area 4--400's, and Area 5--500's. Within my area I offer these further unit number details:

Units #	Stationed in (County name)	Units #	Stationed in (County name)
212--215	Anderson	312--315	Houston
222--225	Cherokee	322--325	Trinity
232--235	Henderson	342--345	Nacogdoches
242--244	Smith	352--355	Tyler
262--265	Panola	372--375	San Augustine
272--276	Rusk	382--385	Shelby

TFS gets a fire call by one of three ways:
#1 TFS receives a direct call from the public reporting a forest or grass fire
#2 A local Fire Dept or Vol.FD gets a call on a fire and upon arrival finds the fire too large to handle or is in an inaccessible location for their equipment to travel.
#3 TFS aircraft spots the fire while on patrol and notifies the dispatcher

TFS uses aircraft now for fire detection, replacing the fire towers of years ago. The aircraft operates on the TFS radio system repeaters and on F2 simplex as needed to direct fire suppression activities. The plane's tactical callsign for the TFS Area 2's aircraft is "Sugar 1" and the Area 3 aircraft is "Easy 1".

When a fire is reported, grid map locations of the fire are given, whereby the location can be spotted with the TFS maps. These same maps can be purchased from the TFS District or Area HQ Offices for under $10. I have one and it makes it very easy to follow radio traffic. The ground units call in for the arrival time, control time, and the mop-up time with the dispatcher assigning the times and the fire number for the alarm.

Each District Office generally opens around 8 AM and closes around 5 PM each day. The ground units are on call after 5 PM. The aircrafts generally begin patrol around 1 PM.

The Area 2 Jacksonville District is composed of

1 District Forester
11 two men crews (called Forest Aides) equipped with a Fire Plow and a 2½ ton truck
5 Technicians
1 Administrative Clerk

Three common 10-codes used by TFS:
10-31 Arrived on scene
10-32 Controlled
10-33 In service

Absolutely outstanding report, Gary! We will be hearing more from Gary next month, when Gary examines some East Texas county SO systems!

And now as promised last month, here is another report from the RCMA DFW Chapter's bulletin "Scanning Dallas/Ft Worth":

TARRANT COUNTY FIRE DEPARTMENTS

Provided by Mike Pruden.

Fort Worth

Alarm Channel---154.250
Channel 1---460.525 All in-service companies not responding to fires (on inspections, returning from fires, etc.) and training.
Channel 2---460.550 Primary Response and Fireground Channel.
Channel 3---460.600 Secondary Response Channel, also used as a mobile-to-mobile and mobile-to-base channel for conversations.
Channel 4---460.625 City Pagers. Fire Administration and Fire Prevention.

Apparatus in Fort Worth is numbered by the type of apparatus and station number. District chiefs respond to all structure fires.

Public Safety - Central - continued

Chief of Department---C-1
Dep. Ch., Emergency Operations---C-2
Dep. Ch., Inspection/Education---C-3
Dep. Ch., Service Division---C-4

Assistant Fire Marshal---Marshal 2
Fire Investigators---Marshal 3-8
Public Information Officers---91 (Roy Knight) 92-95
Communications Shift Supervisors---71, 72, 73
Training Division---Trainer 1-7
Supply Section---Supply 1, 2

Tarrant County

Mutual Aid System

46.060 County-wide mutual aid frequency
46.080 Northeast
46.240 Northwest/Southwest
46.260 Southeast
46.480 Unknown
154.190 County Fire Marshal's Office

Some small departments conduct all their operations solely on the county channel(s). Others have their own channel to dispatch and/or respond on and use the county frequencies for backup. When monitoring a fire in rural Tarrant County, it is suggested that you also monitor the mutual aid channel for that area. However, some of the operations on these channels seem to be fairly low powered, although they would be expected to be widely heard.

TARRANT COUNTY FIRE DEPARTMENTS

ARLINGTON---482.4125 (RO) Dispatch, 482.4375 (RO)
BEDFORD---153.860 Dispatch
BENBROOK---154.190 (?)
BURLESON--46.100 Dispatch (Cleburne here also)
EAGLE MOUNTAIN F.D.---46.060, 46.240
EDGECLIFF VILLAGE---46.060, 46.240, 46.260
EULESS---46.140 Dispatch
EVERMAN---46.260 Dispatch
FOREST HILLS---46.160 Dispatch
GRAPEVINE---45.280 Dispatch (Other city departments here as well)
HALTOM CITY---46.120 Dispatch
HURST---46.320 Dispatch
KENNEDALE---46.060, 46.260
LAKE WORTH VFD---46.060, 46.240
NORTH RICHLAND HILLS---46.280 Dispatch
RICHLAND HILLS---46.220
RIVER OAKS---460.600, 46.240
SAGINAW---46.060, 46.240
SANSOM PARK---46.060, 46.240
WHITE SETTLEMENT---46.060

(Remember the county system shown.)

Excellent report, gang! And now that we are well over our space allocation for the month, we close this month's column. Stay tuned next month as we bring you some more fine reports.

PUBLIC SAFETY - CALIFORNIA has a new address;

Public Safety - California
P.O. Box 3962
Santa Fe Springs,
Calif. 90670-1962

From ERIC (CA-LA-045) and MIKE (ID-001):

Greetings! We hope that everyone's scanners are thawing out. Your typed letters to us are much appreciated and it eases the editing job here. A seven inch wide letter is necessary to conform with the paste up job that our editor does. Thank you.

From FRED (NM-005): Just dug up a letter he sent last month saying that 453.00 probably is not the hotline freq. as mentioned in last months column. However, I personally monitored police activity related to Mono County while driving through last January. This freq is listed in Police Call Vol. 9 as a repeater at Bishop with a call sign of KKT71. A mystery for sure.

153.98 Eastern Sierra Unified School District
Mono Co. excluding Mammoth
151.715 Toiyabe Heli-Ski; ski ops. in Bridgeport

From GERRY (CA-SL-005): Corrections to Feb., 1982 column, p.55;

460.05 R "RED" EMERGENCY Channel (SLO & Santa Barbara Counties)
460.025 M "WHITE" Car to Car CLEMARS
460.25 BM "GOLD" Cal Poly S.L.O. P.D. Station #47
154.385 BM San Luis Obispo Co. Fire
153.77 R "ORANGE" Santa Barbara Co. Fire (input is 154.25-yellow)
151.325 R CDF San Luis Obispo

From BRENT (CA-SB-016): Montclair PD has been heard using 155.595 as its primary freq since the split with PRECOM. (155.595 is also PRECOM F-2 and Upland PD primary).
Chino Fire units are being dispatched by "Ontario" on 154.025 (blue). They previously were dispatched by (Chino) on 154.19 (Green).

From ERIC (CA-LA-045): Desert Hot Springs may be on 155.55 (PD).

From Communications Center of Anaheim: Azusa and Glendora P.D.'s plan to add a second freq of 155.19 mhz.
Long Beach P.D. computer data terminals which use 45.10 mhz are interfering with public service depts. back east. These depts. say they are being beeped to death because of skip. Long Beach P.D. plans to change to 800 mhz.
Oceanside PD - F1 155.055, F2 153.995, F3 156.045, F4 154.92.

From MIKE (ID-001): CHP at Bakersfield are using extenders (3-5-82).
" " SAN JUAN CAPISTRANO" " " "

From RENE (CA-SC-018): CHP Control frequencies (up and down links)

Freq.	Dispatch Office
72.12	Indio
72.20	Quincy
72.26	Alturas, Bishop, Bridgeport, Humboldt, Indio, Sacramento
72.92	Monterey
73.22	Barstow, Bridgeport, El Centro, Humboldt, Indio, Sacramento, San Diego, Stockton

73.26 Fresno, Oakland, San Bernardino

73.42 Barstow, Bishop, Chico, El Centro, Humboldt, Indio, San Diego, Stockton, Ukiah, Yreka

73.50 Bishop

74.10 Bridgeport, Chico, Humboldt, Monterey, Sacramento

74.14 Bishop, El Centro, Monterey, Oakland, Redding, Sacramento, San Bernardino, San Diego, San Luis Obispo, Truckee

74.50 Alturas, Bridgeport, El Centro, Fresno, Sacramento, San Luis Obispo

75.58 Humboldt, Truckee

75.64 Indio

75.66 Quincy

75.70 Merced

75.82 Bishop, Monterey

155.445 Indio, Ventura

155.695 Ventura

From DAN (CA-LA-359):

LAPD ROVER UPDATE

Re; the April, 1982 column of LAPD's Valley Bureau conversion to the ROVER radio system, there have been a few changes since that info was typed (early January, 1982). It appears that until all ROVER frequencies are implemented, changes will occur without very little notice.

The Valley Traffic Bureau has been temporarily assigned to ROVER-5 (507.2625 Mhz) for radio traffic. As the 2 remaining bureaus (South and West) complete their conversions to the ROVER system, the Valley Traffic Bureau may be changed and reassigned to Valley ROVER-2 (506.8875 Mhz) alongside with the Van Nuys Station.

There is also some speculation that the Rampart Station may be reassigned from ROVER-7 (507.0375 Mhz) to one of the Central ROVER frequenices, thus permitting citywide use of ROVER-7 (maybe during SWAT team operations, or other emergent situations).

ROVER-6 (506.8125 Mhz) has been primarily used by Radio Service for testing the various transmitters and Station desk radios, during the daylight hours only. I have also heard several of the Support Services units on ROVER-6. In fact, as I type this, ROVER-6 has been used during the visit of President Reagan to Los Angeles. (One officer referred to the President as "BONZO" after one of the Secret Service radios referred to the President in the same way - the LAPD officer was verbally admonished!)

The current UHF-Lo frequencies in use, will be reportedly kept after the conversion to ROVER is completed (tentatively scheduled by the end of 1982). These frequencies (not listed due to their sensative nature) will be restricted for use by Administrative Narcotics, Administrative Vice, Staff Assignments, and Intellegence.

FROM THE RUMOR STATION...

It is rumored that by the end of the Summer of 1982, all LAPD radio cars will be equipped with teleprinters for info AND dispatch purposes. The "unofficial" reason is because of the increasing numbers of persons monitoring LAPD radio traffic. If this is true, then it appears as if the intent of the ROVER radio system will be defeated. (The original purposed of the ROVER radio system was to provide EVERY officer with the capability to remain in constant radio contact for personal safety and awareness.) But there is HOPE! A source from "Control 1" (Communications Division) stated that teleprinters were used in a few radio cars during the mid-1970's, and failed miserably for dispatching purposes (this done before ROVER was implemented). Best bet would be that the old VHF-Hi dispatch frequencies will be used for the teleprinters, provided that interference can be reduced. (Central Frequency "A" - 159.150 Mhz - is being used as an input frequency for a repeater system of the Kern County Desert Net).

FREQUENCY: 154.025

MIKE (ID-001)

Sta. No.	Street	Map Grid	Equipment
	ONTARIO FIRE DEPARTMENT		
	Call Letters: KRM 697		
1	Sultana Avenue	22 B-2	Engine 1831,Truck 1851,Rescue 1871.
2	Ralston Street	22 B-3	Engine 1832.
3	Francis Street	22 E-5	Engine 1833.
4	Mountain Avenue	10 F-6	Engine 1834,Chief 1804.
5	Fourth Street	11 E-6	Engine 1835.
6	Vineyard Avenue	22 F-3	Engine 1836.
	UPLAND FIRE DEPARTMENT		
	Dispatch by Ontario		
1	Second Avenue	11 B-4	Engine 1931,Rescue 1971.
2	San Antonio Avenue	2 A-5	Engine 1932.
3	Benson Avenue	10 E-2	Engine 1933.
	FOOTHILL FIRE PROTECTION DISTRICT		
	Dispatch by Ontario		
1	Amethyst Street	3 A-6	Engine 2131,Rescue 2171.
2	San Bernardino Road	12 A-2	Engine 2132,Tanker 2162.
3	Base Line Avenue	13 A-1	Engine 2133.
	MONTCLAIR FIRE DEPARTMENT		
	Dispatch by Ontario		
1	Monte Vista Avenue	10 D-4	Engine 1731,Truck 1751,Rescue 1771.
2	Monte Vista Avenue	21 D-3	Engine 1732.

FREQUENCY: 154.070

MIKE (ID-001)

Street	Map Grid	Equipment
POMONA FIRE DEPARTMENT		
Call Letters: KAY 933		
Park Avenue Stn 1	94 E-3	Engine 1,Engine 1A,Truck/Rescue 1, Patrol 1.
White Avenue Stn 2	94 D-1	Engine 2,Truck/Rescue 2,Patrol 2.
San Antonio Avenue Stn 3	94 F-2	Engine 3.

Orange Grove Avenue	Stn 4	94 B-2	Engine 4,Truck 4.
Lexington Avenue	Stn 5	94 F-5	Engine 5.
Bonita Avenue	Stn 6	90 F-4	Engine 6.
Temple Avenue	Stn 7	93 F-4	Engine 7,Engine 7A.

WEST COVINA FIRE DEPARTMENT

Call Letters: KAZ 313

Sunset Avenue	Stn 1	92 A-1	Engine 71,Truck 71,Rescue 71.
Cortez Street	Stn 2	92 E-1	Engine 72.
Puente Avenue	Stn 3	88 A-5	Engine 73.
Fairgrove Avenue	Stn 4	92 C-4	Engine 74.
Shadow Oak Drive	Stn 5	92 F-6	Engine 75.

COVINA FIRE DEPARTMENT

Call Letters: KAY 878

Second Street	Stn 1	88 E-5	Engine 91,Truck 91,Rescue 91, Salvage 91.
Cypress Street	Stn 2	88 D-4	Engine 92.
Cypress Street	Stn 3	89 B-4	Engine 93.

LA VERNE FIRE DEPARTMENT

Dispatch by Pomona

Third Street	Stn 1	90 D-3	Engine 61,Engine 63,Engine 65, Rescue 61.
Ruggles Street	Stn 2	90 C-1	Engine 62,Patrol 62.

AZUSA FIRE DEPARTMENT

Call Letters: KAZ 314

Sixth Street	Stn 1	86 D-5	Engine 51,Engine 52,Engine 53, Rescue 51,Medic 51.

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********** ALPHABETICAL **********
       RAY (CA-AL-009)
453.1       S  SANTA CLARA CO    MEDICAL  AMB TO CORONER F- 9
453.925     L  SANTA CLARA CO   ANIMAL CTRL-HEALTH DEPT  F-15
158.82      L  SANTA CLARA CO   COMMUNICATION F-10 IN:155.760
151.055     L  SANTA CLARA CO   HIGHWAY MAINT F- 4 IN:159.0
151.145     L  SANTA CLARA CO   PARK RANGERS  F-12 IN: 44.84
155.145     L  SANTA CLARA CO   PUBLIC WORKS  F-18 IN:156.015
155.985     L  SANTA CLARA CO   SCHOOL DISTRICT    IN:158.955
488.6375    L  SANTA CLARA CO   TRANSIT CH # 1  WEST
488.6875    L  SANTA CLARA CO   TRANSIT CH # 2  CENTRAL
488.8375    L  SANTA CLARA CO   TRANSIT CH # 3  EAST
488.7375    L  SANTA CLARA CO   TRANSIT CH # 4  SOUTH
489.0375    L  SANTA CLARA CO   TRANSIT CH # 5  SECONDARY
488.0375    L  SANTA CLARA CO   TRANSIT CH # 6
154.145     F  SANTA CLARA CO  CH # 1 SOUTH AREA
154.25      F  SANTA CLARA CO  CH # 2 NORTH AREA        F- 2
154.28      F  SANTA CLARA CO  CH # 3 CALIF MUTUAL AID  F-14
154.4       F  SANTA CLARA CO  CH # 4 NORTH-WEST        F- 8
154.415     P  SANTA CLARA CO COURT SECURITY
154.74      P  SANTA CLARA CO DISTRICT ATTORNEY
155.07      P  SANTA CLARA CO SHERIFF  CLEERS NET 2 IN:159.03
154.71      P  SANTA CLARA CO SHERIFF  CLEERS NET 3 IN:155.67
154.92      P  SANTA CLARA CO SHERIFF  CLEMARS
482.3375    P  SANTA CLARA CO SHERIFF  CLEMAX COUNTY NET
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155.415  P     SANTA CLARA CO SHERIFF 4 COUNTY NET IN: 45.9
156.21   P     SANTA CLARA CO SHERIFF CH 1              F- 1
154.875  P     SANTA CLARA CO SHERIFF CH 2 MOBILES      F- 5
156.15   P     SANTA CLARA CO SHERIFF CH 3 DETECTIVES   F- 3
156.45   P     SANTA CLARA CO SHERIFF CH 5 STAKEOUT     F-11
155.7    P     SANTA CLARA CO SHERIFF CH 6 MOB F-6 IN:154.815
 39.92   P     SANTA CLARA CO SHERIFF TRANS  KMA-376    F-17
155.145    L CAMPBELL   PUBLIC WORKS              IN:156.015
153.905   F  CAMPBELL  CH # 1
482.4625 P   CAMPBELL CH # 1
482.4875 P   CAMPBELL CH # 2
482.3375 P   CAMPBELL CH # 3  CLEMAX
155.28     S CUPERTINO    SCHOOL DISTRICT
482.5625   L CUPERTINO   PUBLIC WORKS
154.25    F  CUPERTINO  CH # 1
453.425    L GILROY   PUBLIC WORKS
154.145   F  GILROY  CH # 1
155.085  P   GILROY CH # 1
155.115  P   GILROY CH # 2 NET TO MORGAN HILL CH # 1
 45.38   P   GILROY CH # 3 CAR TO CAR
 46.54     L LOS ALTOS   PUBLIC WORKS
154.4     F  LOS ALTOS  CH # 1
483.0625 P   LOS ALTOS CH # 1
482.3375 P   LOS ALTOS CH # 3  CLEMAX
155.145    L LOS GATOS   PUBLIC WORKS              IN:156.015
154.25    F  LOS GATOS  CH # 1
482.9125 P   LOS GATOS CH # 1
482.9375 P   LOS GATOS CH # 2
482.3375 P   LOS GATOS CH # 3  CLEMAX
 39.18     L MILPITAS   PUBLIC WORKS
154.25    F  MILPITAS  CH # 1
482.8625 P   MILPITAS CH # 1
482.3375 P   MILPITAS CH # 3  CLEMAX
483.0125 P   MILPITAS CH # 4 NET TO SAN JOSE
 45.6      L MORGAN HILL   PUBLIC WORKS
154.145   F  MORGAN HILL  CH # 1
155.115  P   MORGAN HILL CH # 1 NET TO GILROY CH # 2
453.05     L MOUNTAIN VIEW   PUBLIC WORKS
154.025   F  MOUNTAIN VIEW  CH # 1               IN:154.995
482.5125 P   MOUNTAIN VIEW CH # 1
482.7875 P   MOUNTAIN VIEW CH # 2
482.3375 P   MOUNTAIN VIEW CH # 3  CLEMAX
153.845    L PALO ALTO   PUBLIC WORKS              IN:153.680
453.7      L PALO ALTO   PUBLIC WORKS
153.77    F  PALO ALTO  CH # 1                     IN:154.445
482.6125 P   PALO ALTO CH # 1
482.8125 P   PALO ALTO CH # 2
 45.96     S SAN JOSE    SEARCH & RESCUE CH # 1
155.16     S SAN JOSE    SEARCH & RESCUE CH # 2
453.575    L SAN JOSE   AIRPORT SECURITY
154.115    L SAN JOSE   CH # 1 PUBLIC WORKS          F-16
155.925    L SAN JOSE   CH # 2 PUBLIC WORKS
453.725    L SAN JOSE   PUBLIC WORKS
154.01    F  SAN JOSE  CH # 1                       F-15
154.28    F  SAN JOSE  CH # 2 CALIF MUTUAL AID      F-14
465.575   F  SAN JOSE  MOBILES & MOUNTAIN VIEW MOBILES
460.2    P   SAN JOSE CH # 1 NORTH
460.325  P   SAN JOSE CH # 2 WEST
460.425  P   SAN JOSE CH # 3 EAST
460.1    P   SAN JOSE CH # 4 DOWNTOWN
460.4    P   SAN JOSE CH # 5 CENTRAL
460.025  P   SAN JOSE CH # 6 CLEMARS                 F- 7
460.05   P   SAN JOSE CH # 7 DETECTIVES              F-11
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460.475  P   SAN JOSE CH # 8 SOUTH                          F= 4
453.3    P   SAN JOSE CH # 9 SECONDARY
483.0125 P   SAN JOSE NET TO MILPITAS CH # 4
155.13   P   SAN JOSE OLD
155.58   P   SAN JOSE OLD
 37.16   P   SAN JOSE RESERVES
155.145    L SANTA CLARA CITY   PUBLIC WORKS      IN:156.015
453.25     L SANTA CLARA CITY   PUBLIC WORKS
153.965   F  SANTA CLARA CITY  CH # 1             IN:155.025
154.265   F  SANTA CLARA CITY  MOBILES KSO-915
154.295   F  SANTA CLARA CITY  MOBILES KSO-915
460.15    P  SANTA CLARA CITY CH # 1
460.275   P  SANTA CLARA CITY CH # 2
460.05    P  SANTA CLARA CITY CH # 3
154.25    F  SARATOGA
155.145    L SARATOGA
453.8      L SUNNYVALE   PUBLIC WORKS
482.7125  F  SUNNYVALE  CH # 1
482.9625  P  SUNNYVALE CH # 1
483.1625  P  SUNNYVALE CH # 2
482.3375  P  SUNNYVALE CH # 3  CLEMAX
482.4125  P  SUNNYVALE CH # 4 COMPUTER DATA LINK
                                 CA AL 009
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8A SACRAMENTO COUNTY 8/81
GERRY (CA-SL-005)

SACRAMENTO COUNTY			
S.O.	Ch 1 North	453.900 5B BR	(9CO 600M) North of Am.River
	Ch 2 Rec-Det-Tac	453.250 3B	(2CO 600M)
	Ch 3 South	453.575 2B	(4CO 600M) So. of Am. River
	Ch 5 Car-to-Car	453.475 B 600M	(600M)
	Ch 6 Airport-Jail	453.950 3B 600M	(6CO 600M)
	Data	453.675 6TB	(CO 600M)
	CLERS 4	159.030 WCL757-CO	(RP on 155.070)
Co. Fire (White)		154.190 WSW660	10M
Local Govt		453.050 BR MR	(CO 150M)
		453.400 2BR	(CO 125M)
		453.725 2MR	(CO 100M)
	Airport	453.850 2BR	(150M)
Med Net (see Sierra-Sacto)		155.340 KGR348	50M
Regional Transit		453.525 MR (350M), 453.825 MR (350M)	
Unified School District		155.685 16B 66M	(Police freq.)

ALTA MESA FPD	Galt	(W)	154.190 KDA976	7M
ARCADE FIRE DIST	Sacto	(W)	154.190 KMB517	30M
			460.625 2B	15M
ARDEN FPD	Sacto	(W)	154.190 3B	20M
			460.525?	15M
			460.625 3B	
CARMICHAEL FPD		(W)	154.190 2B	30M
			460.625 4B	15M
CITRUS HEIGHTS F DIST		(W)	154.190 KMB514	90M
			460.575 RP	(CO & 70M)
BOULDER CREEK FPD		(W)	154.190 KCE984	12M
			154.325 KCE984	12M
			154.415 KCE984	12M
			460.625	6M (6M)
ELK GROVE FIRE DIST		(W)	154.190 KMD840	15M
FAIR OAKS FIRE DIST		(W)	154.190 KMB828	20M
FLORIN	Police (CLERS 4)		159.030	(WCT330-CO)(RP on 155.070)
	Fire	(W)	154.190 KDN441	35M
	LG		153.995 KAT240	20M
			453.275 2BR 24M	(CO 24M) Possibly Police??

GALT	Police	(C-U)	460.150	KMB576	20M
	Fire	(W)	154.130	KME667	10M
	Co Fire		154.190	KME667	10M
	LG		153.845	KVG870	20M
NATOMAC FPD	Sacto	(W)	154.190	KMB518	12M
RANCHO CORDOVA FIRE DIST		(W)	154.190	KMF797	35M
RIO LINDA VFD		(W)	154.190	KMB515	20M
SACRAMENTO Police (CLERS 4)			155.665		60M
	Ch-1 Central		460.050	3BR	(5CO 450M)
	Ch-2 South		460.200	BR	(5CO 450M)
	Ch-3 East		460.325	2BR	(5CO 450M)
	Ch-4 North		460.475	BR	(5CO 450M)
	Ch-5 Info, Tac		460.425	3BR	(5CO 450M)
	Ch-6 Detectives		460.075	BR	(450M)
	Ch-7 Tactical		460.500	5M	(25M)
	Ch-8 Emergency		460.275	2BR	(5CO 450M)
	CLEMARS-U		460.025	BR	(M)
			460.550	2BR	(450M)

Note - It is illegal to operate scanners in vehicles in Sacramento Co.

	Fire	(W)	153.950	4B	100M
	Co. Fire		154.190	4B	100M
			153.890	4B	100M
			458.600		4M simplex or ?
	Local		155.985	WZJ410	6M
			453.200	2BR 250M	(11CO 250M)
			453.625	2BR 250M	(11CO 250M)
			453.775	2BR 250M	(11CO 250M)
	Ambulance Svc,Inc		46.04	KMJ987	12M
VACAVILLE CLERS 3			155.670	WFK735-CO	(RP on 154.710 Diablo)
	Med		155.400		3M
			MED 1-10		4M
WILTON FPD		(W)	154.190	2B	20M

CALIFORNIA STATE AGENCIES			
CHP 46 - Sacramento, North	42.12 (42.20	B 'Gold' M	"Sacramento"
112 - Sacramento, South	42.46 (42.70	B 'Black' M	"Sacramento"
47 - Woodland			
CDF - none			
CAL TRANS District 3	47.16		"Marysville"
CLERS 3-Bay & Valley-Central	154.710	(155.670)	Mt Diablo RP
4 - Valley	155.070	(159.030)	Blue Ridge RP
CORRECTIONS Folsom Prison	42.34	KMA960	same as CHP 'Blue'
Fire	(W) 154.235	WRA264	8M also 154.190 Co. Fire
CSU Sacramento-Police	154.740		
Operations	151.655		
FISH & GAME Region 2	151.430	(159.420)	
PARKS & BEACHES	44.68	(45.00)	
STATE FAIR Police	453.150	BR 40M	(5CO 40M)
STATE POLICE	460.450	BR	also 460.375
UC Davis Police	155.445	KTG518	
Fire	(W) 154.370	KAQ659	30M
Sacto Police	155.505	KGN550	
	155.535	KVG864	

SIERRA SACRAMENTO VALLEY EMS	MED CHAN
American River Hosp, Carmichael	5-1-7-3
Community Hosp, North Sacto	1-3-5-7
Kaiser Hosp, Sacto	7-5-1-3
Methodist Hosp, South Sacto	3-5-7-1
Mather AFB Hosp, Rancho Cordova	4-5-3-7
Mercy General Hosp, Sacto	5-3-7-1
Mercy San Juan Hosp, Carmichael	5-4-7-3

REPEATERS
1 Bald Mtn
3 Mt Vaca
5 Mt Vaca
7 Bald Mtn
9 Mt Vaca
4 Pine Hill

Sacramento Medical Center, Sacto	3-1-7-4
Sacto County Communications Ctr	9-5-3-1-7-4 "County Control"
Sutter General Hosp, Sacto	1-7-3-5
Sutter Memorial Hosp, Sacto	1-7-3-5
Twin Lakes Hospital, Folsom	4-5-3-7

Foothill Ambulance	101-109	Folsom Fire Dept	1-2
Metro Ambulance	216-230	Galt Fire Dept	11-12
Sacramento Ambulance	331-335	Elk Grove Fire Dept	17-19
Superior Ambulance	446-460	Pacific Fire Dept	418
Physicians Ambulance	30-33	Florin Fire Dept	564-566
		Isleton Fire Dept	570-571
		Citrus Heights Fire D	580-584

CDF - San Bernardino County Fire Stations From Bill Halpin CA-SB-024
From his upcoming publication "San Bernardino Co. Freq. listing".

Dispatch Freq.	-"Local"	151.445 Repeater	KXY70 (159.390 Input)
	-"State"	151.355 Repeater	(159.300 Input)
	-"Desert Yellow"	154.070	KMK567/KYB659
Mutual Aid Freq.	-"Mtn.Blue"	33.440	KSU412 (E.C.C.Only)
	-"Mtn Yellow"	33.640	(E.C.C.Only)
	-"Blue"	154.025	(W.Valley Units)
	-"Desert Yellow"	154.070	KMK567 (Desert Units)
	-"Green"	154.190	KMB886 (E.Valley Units)
	-"White"	154.280	KMB886 (All Units)
Misc.Freq.	-"Region"	151.265 Repeater	(159.330 Input)
	-"Air Net-Yellow"	151.310	KYR60
	-"State"	151.355 Repeater	(159.300 Input)
	-"State LG"	153.755 Repeater	(154.980 Input)

Note: E.C.C. - Emergency Command Center

CDF - San Bernardino County Fire Stations

Stn.	Location	Address	Battalion	Disp. Freq.
1	San Bernardino Hdqtrs.	3800 Sierra Way	7	L
2	Devore	18365 Cajon Blvd.	1	L
3	Etiwanda*	6696 Etiwanda Av.	1	L
4	Helendale	Vista Rd.	9	L
5	Hesperia*	1661 Yucca St.	2	L
6	Highland*	26974 E.Baseline St.	7	L
7	Loma Linda	24914 Barton Rd.	7	L
8	Lucerne Valley	33279 Old Woman Springs Rd.	5	L
9	Mentone	1300 Crafton Av.	3	L

CDF - San Bernardino County Fire Stations (Cont.)

Stn.	Location	Address	Battalion	Disp. Freq.
10	Phelan*	Sheep Creek Rd.	9	L
11	Pinon Hills	Baker Rd.	9	L
12	San Antonio Hts.	24th & Euclid Av.	1	L
13	Yucaipa*	11416 Bryant St.	3	L
14	Yucca Valley*	Airway Av.	5	L
15	Angelus Oaks	Pine Av.	3	L
16	Baldy Mesa	2nd St.	9	L
17	Big River	Vista Dr.	4	Unk.
18	Crafton Hills	32666 Yucaipa Blvd.	3	L
19	Landers	Landers Ln.	5	D-Y
20	Lytle Creek	567 Ransom Ln.	1	L
21	Parker Dam*	Parker Dam Rd.	4	Unk.
22	Spring Valley Lake	Spring Valley Prkwy.	9	L
23	Grand Terrace	12167 Mt.Vernon Av.	7	L
24	Cedar Pines Park	21945 Crest Forest Dr.	6	L
25	Crestline*	23407 Crest Forest Dr.	6	L
26	Twin Peaks	26000 State Hwy.189	6	L
27	Blue Jay	State Hwy.189	6	L
28	Valley of Ench.	23003 Waters Dr.	6	L
29	Lake Gregory	24538 Lake Dr. (Inactive)	6	---
30	Rimforest	State Hwy.18	6	L
31	Needles	633 Front St.	8	D-Y
32	Morongo Valley West	Park Av.	5	D-Y
33	Morongo Valley East	29 Palms Hwy. (Inactive)	5	D-Y
34	Park Moabi*	(Address Unk.)	8	Unk.
35	Havasu Lake	Havasu Lake Rd.	4	Unk.
36	Joshua Tree	6733 Park Blvd.	5	D-Y
37	Mtn.View Acres	13782 Elevado Rd.	9	L
38	Pioneertown	Pioneertown Rd.	5	D-Y
39	Oak Glen	11877 Oak Glen Rd.	3	L
40	Oak Hills	6584 Caliente Rd.	9	L
41	Wonder Valley	Amboy Rd.	5	D-Y
42	(Location Unk.)	(Address Unk.)	5	D-Y
43	Johnson Valley	Quail Brush Rd.	2	D-Y
47	Prado	14467 Central Av.	1	L
48	Summit Valley	Summit Valley Rd.	2	33.44

Conservation Camps (Handcrews dispatched by Region Office)

Oak Glen	41100 Pine Bench Rd.	-	S
Pilot Rock	State Hwy.138	-	S
Prado	14467 Central Av.	-	S

Note: L. - "Local" 151.445
S. - "State" 151.355
D-Y. - "Desert Yellow" 154.070
* - Battalion Headquarters

Bill Halpin CASB024
3 Stratolifter
Norton AFB, CA 92409

From Milt (CA-SD-025):

Corrections/Additions to City of San Diego Fire Department listings; RCMA-California, March 1982

Units are generally dispatched on Channels 1 or 3 and respond on Channels 3 or 8

Delete Medevac 2; Add Medevac 32

All Medevac (paramedic) units are stationed at corresponding fire station except:

Medevac Unit	Station
5	Mercy Hospital, 4077 Fifth Avenue
11	Physicians and Surgeons Hospital (Community Hospital), 446 26th Street
39	3840 Calle Fortunada

Railroads

Gary L. Sturm and Bill Farmer, Editors

Send information about railroad frequencies and their uses, railroad radio system details, and related questions to Gary L. Sturm, 1506 West Hively Avenue, Elkhart IN 46517.

Hi, I am Gary Sturm, one of your new Railroad column editors. Bill Farmer and I will be taking over this column starting this month. I have been a railroad scanner listener since 1975 and have been the scanner editor for railfan magazine Extra 2200 South since 1979. This past fall, a friend from Albany NY and I published the "Compendium of American Railroad Radio Frequencies" booklet. It lists over 390 American and Canadian railroads, industrials and transit systems. I am in constant contact with many railroads concerning changes they are making to their radio systems and also correspond with many railfans across the U.S. Please send all inputs of railroad frequencies to my address. I will be handling all inputs and sending the data to Bill to put on the computer. If you have questions concerning listening to railroads with a scanner please write to either of us and

include a SASE for your reply. I currently use a Bearcat 250 scanner and a Bearcat 100 scanner in my listening. I live near the large Conrail Elkhart IN yard and monitor the GTW, South Shore, Chessie System and Norfolk and Western from my home daily. I hope to make many new friends in the near future with this column. —Gary

Greetings from California...I'm pleased to be assisting Gary in editing the Railroads column. We'll try to make it interesting, and you can help by sending us information about your local railroads. There's nothing like an on-the-spot reporter to keep us all up to date. Gary's address, listed at the top of the column, will be the primary address for sending correspondence to us. We look forward to hearing from you, and we plan to answer all letters which include a SASE.

I am a longtime railfan and have been monitoring railroad radio since 1978. Like Gary, I am presently using a BC-250 and BC-100. I also have a Heathkit 8-channel mobile scanner and a Fanon 4-channel hand-held unit. Last year I bought a Heathkit computer which I use to keep track of Gary's master frequency list as well as my own. I'll also be using it to prepare this column for printing. If any of you should want to write to me directly, my address is Bill Farmer, P. O. Box 1838, Thousand Oaks, CA 91360. —Bill

The Soo Line is making a change to its road radio system, so we'll start off our first column with an update of Soo Line frequencies, followed by some other listings from Gary (IN-045).

Soo Line

Ch. 1	161.370	MHz	Road—systemwide, except Stevens Point WI to Schiller Park IL
Ch. 2	161.520	MHz	Yards
Ch. 3	161.085	MHz	Road—Stevens Point WI to Schiller Park IL
Ch. 4	160.725	MHz	Shoreham Yard—Minneapolis MN
—	160.620/160.470	MHz	Car Department—Schiller Park IL

Burlington Northern Minneapolis/St. Paul MN

161.100	MHz	Road channel
161.160	MHz	Yard channel
160.665/161.505	MHz	PBX channel
160.500	MHz	Signal Department
160.710	MHz	Union Yard channel
160.650	MHz	Northtown Yard channel
160.410	MHz	35th Avenue Tower
160.365	MHz	Northtown Hump channel
160.830	MHz	Engineering Department
160.590	MHz	Northtown Car Department

Minneapolis, Northfield and Southern

160.470	MHz	Road channel and Repeater Output
161.400	MHz	Repeater Input
160.980	MHz	Switching

From Bill (CA-VE-010):

Port Authority Transit Corp. Philadelphia PA-Lindenwold NJ

Ch. 1	500.8125/503.8125	Police
Ch. 2	500.8375/503.8375	Way/Power
Ch. 3	500.8875/503.8875	Administrative
Ch. 4	500.9125/503.9125	Operations (Road channel)
—	453.675	Lindenwold Yard (simplex)

There are several areas where we need information for future columns. Please include the use for each frequency you send us, as we

have done in this first listing. We need your help to make this column a success.

Norfolk VA	Norfolk & Western, Chessie System
Lynchburg VA	Southern Ry.
Altoona PA	Conrail
Conway PA	Conrail
Toledo OH	Conrail, Chessie System
Louisville KY	Southern Ry., Louisville & Nashville
Knoxville TN	Southern Ry.
Chattanooga TN	Southern Ry.
Memphis TN	Southern Ry., Burlington Northern
East St. Louis IL	Conrail
St. Louis MO	Burlington Northern
Kansas City MO	Union Pacific
Pocatello ID	Union Pacific
OK, TX, NM, AZ, CA	Santa Fe
Any shortlines	
Any industrial lines	
Any transit systems	

So long until next month—Gary & Bill

Space Communications

This column is for the exchange of space communications systems (manned or unmanned), frequency information, orbital data, hobby receiving equipment and antennas. Questions and column input pertaining to Space Communications Monitoring should be sent to:

Larry Van Horn (TN-014), 111 N. Carrier Pkwy, B-107,
Grand Prairie, Texas 75050

Welcome to the new Space Communications Column. After an absence of 1 year the Satellite Column has returned, but will now appear under the above title.

Before I get on with the business at hand, I thought I'd give you a brief biography of your new editor. I am 30 years old, married with one little one. My monitoring began in 1975 in San Diego, but I began serious monitoring in 1977. My first association with the RCMA was Sun day August 21, 1977 when a couple of us San Diego Navy types (me and Bob) went up on Palomar Mountain for a RCMA picnic(See RCMA newsletter Vol.1 No.19-July 77 and Vol.2 No.1-August 77). I really enjoyed that Sunday on the mountain and that picnic left it's mark for further RCMA involvement

At present I am still under employ in Uncle Sam's Canoe Club, currently stationed with Fighter Squadron 201 at Naval Air Station, Dallas. I work in the Avionics Shop on various F-4N jet aircraft systems such as Communications, Naviagation, Electronic Warfare, and various associated equipment. Because of my various Navy assignments I've had numerous contacts in the Aerospace industry, advanced system electronic schools, and several years experience in upkeep and repair of advanced systems (terrestrial and from the beyond). I am very active with the Dallas-Ft. Worth Chapter of the RCMA and will continue that association in the future. I am also a full member of AMSAT (#8057) which is the Radio Amateur Satellite Corporation.

My monitoring equipment at present includes a Bearcat 220, Realistic DX-160, Realistic Weather Radio, and a ARC-159 225-400Mhz. aircraft receiver. By the time you read this I will have added a Grove Enterprises Scanverter for 225-400 Mhz. via the Bearcat 220. Very soon I'll add a MORSE/ASCII/RTTY reader with print readout, and a frequency readout for the DX-160. My main projects in the future will be a mini computer, weather satellite station, and an OSCAR satellite communicat ions station (well I can dream can't I).

As for this column, my intentions are simple. Provide you with the basic understanding and knowledge to monitor space communications. By space communications I mean any transmission orginating from outside our atmosphere manned or unmanned. Future columns will delve into the basics of satellite frequencies, orbital mechanics, tracking and orbital data, and terms. Once the basics are out of the way we'll go into detail ,different satellite systems available to the monitor enthusiast ,as well as some that might require alittle additional equipment. I'll also keep our more advanced satellite listners abreast of new developments, late breaking news, systems, and equipment. I'll include information on refernce material which the space monitor might find useful.

Your part in the space communications column is simple. I can always use news items. I cannot take every newspaper and magazine but with the amount of members we have , we can cover quite a few. Watch your newspapers and magazines and if you see an article or news item on Space I would appreciate receiving a copy of it. Feel free to send me your space related questions. I will attempt to answer as best I can your questions either by mail or if the question would best serve the members via the column. If you have any interesting info on Space Communications write it up and send it to the column. I'll be more than happy to include your thoughts, ideas. and comments.

Now that you have met me how about a chance for me to meet you. If you have been involved or you are currently are monitoring satel- lites drop me a line. Describe your system, what satellites you mon- itor, some background on yourself, and what you would like or not like to see in this column. Even if your only passing by and wondered what all this Space jazz was all about, or your interested and plan to stay tuned drop me a line or two. I can only serve the membership if membership keeps me knowledgable as to it's wants and needs.

RED STAR IN ORBIT

Recently while rambling through my local library I found a very interesting and well written book on the Russian Space program that you might find useful. "Red Star in Orbit" by James Oberg describes the Russian manned as well as unmanned space program with an insight I truly found fascinating. He even gave a couple of frequencies to watch for activity on.

AMATEUR SATELLITES

Interested in Amateur Radio satellite activity? Amateur Radio Satellites represent some of the few remaining clear voice satellites left to the average monitorist. The amateur satellite program was born December 12,1961 at Vandenberg AFB when OSCAR 1 was launched on a THOR AGENA-B rocket as ballast for the Discoverer 36 spacecraft. The OSCAR 1 craft weighted in at 10 lbs.(4.5kg) and carried a Telemetry Beacon on 144.980 MHz. This beacon had a power of a tenth of a watt and trans mitted it's signal to earth for three weeks. OSCAR 1 represented the Experimental Phase of amateur radio satellite development dubbed Phase one. OSCAR's one thru four were manufactured by the Project OSCAR group. OSCAR 5 was built by the University of Australia and concluded the Phase 1 spacecraft.

On October 15,1972 Amateur Satellites entered Phase II or the development stage with OSCAR 6. OSCAR 6 represented the first amateur

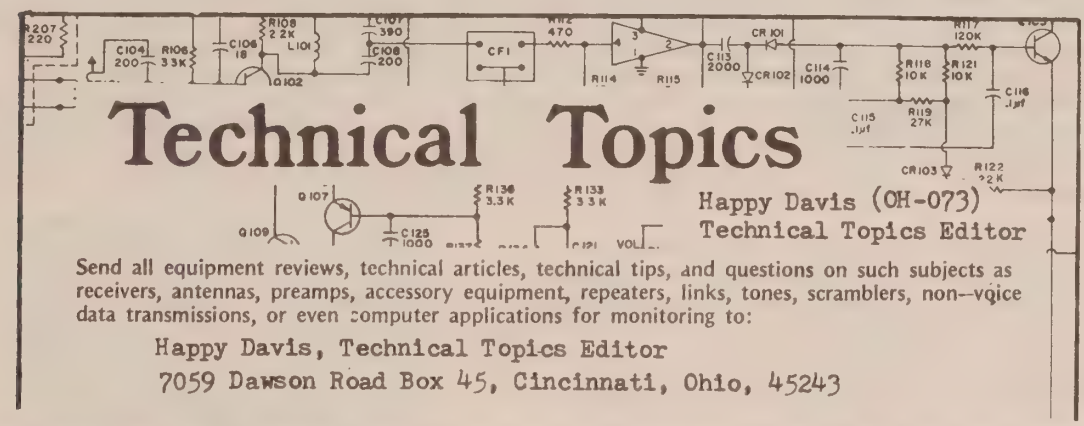
satellite built under the AMSAT (Radio Amateur Satellite Corporation) roof. OSCAR 6 was suppose to have an operational lifetime of one year. Not only did OSCAR 6 outlast the one year prediction, it outlasted the primary vehicle it was launched as ballast for, NOAA-2(ITOS-D). OSCAR 6 was finally retired from service June 21,1977. Since OSCAR 6 two additional phase II craft have been launched by AMSAT, one by AMSAT-UK, and eight by DOSAAF, the Russian version of AMSAT. Out of the twelve Phase II spacecraft launched to date, 8 of the spacecraft are still operational.

In July of 1982 the amateur satellite program will enter the Phase III operational phase with the launch of AMSAT Phase III-B. After one unsuccessful try in May,1980 due to the ESA Ariane launch vehicle failure, AMSAT will try to rebound it's losses on what will be the sixth launch of ESA's Ariane launch vehicle. This Phase III spacecraft will be launched as a dual payload with ESA's ECS-1 COMSAT. Due to the unusual orbital characteristics predicted on this launch, the monitor enthusiast will be able to monitor this spacecraft for up to 12 hours a day. This satellite will represent the most advanced technology yet to fly into orbit by an amateur satellite.

As launch day approaches and Phase III-B is successfully tucked away into orbit, your Space Communications column will carry complete details and frequencies. In addition I'll feature from time to time individual Amateur Satellites with their capabilities, orbital parameters. and frequencies.

If you would like addtional details on amateur satellites write to: AMSAT, P.O.Box 27, Washington,D.C. 20044

Next month I will start the satellite beginners primer. We will cover satellite frequencies and any late breaking news of interest.



Technical Topics

Happy Davis (OH-073)
Technical Topics Editor

Send all equipment reviews, technical articles, technical tips, and questions on such subjects as receivers, antennas, preamps, accessory equipment, repeaters, links, tones, scramblers, non-voice data transmissions, or even computer applications for monitoring to:

Happy Davis, Technical Topics Editor
7059 Dawson Road Box 45, Cincinnati, Ohio, 45243

Greetings! Let me introduce myself as your new Technical Topics Editor. My name is Happy Davis and I am 51 years old. I presently live with my wife and son in the suburbs of Cincinnati, Ohio (Hamilton County). This particular area in Ohio is an excellent area in which to monitor as there are many frequencies used along with lots of transmission problems so it makes it ideal for testing and evaluating equiptment. Also, let me give you some background about myself.

I have spent the most of my life working my way through the ranks of the fire service of which the last ten years I spent as a paid chief of a paid/volunteer county system. I retired in 1971 after 25 years. During this time, I also owned my own two-way radio shop. The 1st class FCC radio/telephone license that I've had for 23 years came in handy then as I often did some of my own service just to keep "in touch". I am presently U.S. Correspondant for CB Radio Times and a Contributing Editor for Scan. I have been a scanner-monitor buff for some 30 years with my first set being a Regency wide-band tuneable receiver that was marketed as "Police Pal". I am currently a member of Scan and of course RCMA (OH-073).

Presently my equiptment includes the following:

1 JIL SX-200 Scanner
1 Bearcat 100 Pocket Scanner
1 Regency D-810 Scanner
1 Bearcat 350 Scanner
--Canadian Version
2 Avanti 801 Monitor Antennas
1 Finco AMA-3 Air-Craft Antenna
1 Grove Directional Beam Antenna w/Rotar
1 Fox 10-60 Scanner
1 Bearcat 300 Scanner
1 Pro 2002 Radio Shack Scanner
1 Regency M 400 Scanner
--Canadian Version
1 MON 0-33 Tri-Band Antenna
1 Wintenna Tri-Band Antenna
1 Scan Frazers Mobile Antenna
1 Capri Electronics EA-14 Deluxe Electronic Ant (pre-amp and electronic antenna)

My accessories include:

1 NF-10 Capri Electronics Audio Notch Filter
1 VE-18 Capri Electronics Volume Equalizer
1 RA-07 Capri Electronics Remote Pre-Amp
1 P-56 Capri Electronics Pre-Amps
1 M-11 Capri Electronics Unscrambler for Pocket Scanners
1 M-25 Capri Electronics Decoder for Base Applications
1 M-16 Capri Electronics Decoder for Base Applications
1 Custom Made Frequency Notch Filter

My frequency library includes:

1981 FCC Micro-film (complete listing of the USA by frequency and call letters)
Betty Bearcat's East and West Directories
1981 Full Set of Police Call
1981 Code 20 Directories
1981 Scanner Master Directory
1980 Tom Kneitel Secret Government Frequencies
Handlers' Radio Communications Guide
And-300 different 10-codes from all over the US (Collecting them is my hobby.)
-500 Federal Frequencies that I have personally searched and monitored during my travels all over the US
-8000 frequencies that I have searched and monitored also during my travels

I will be doing articles on scanners such as the JIL SX-200, the Bearcat 350, and several new Regencys that will be available in June of 1982, various scanner antennas, accessories such as pre-amps, audio notch filters, audio equalizers, remote pre-amps, plus many more new products that will be available in the near future. In addition, I will do articles on different methods of out-of-band programing different scanners as the information is available to me and I will try to answer any questions you might have. If I myself can not answer them then having access to most of the manufacturers' engineers, I will go to them for their response.

The following is a list of test equiptment that I use for my tests and evaluations. It is all commercial 2-way test equiptment.

1 Singer FM 10CS Communications Service Monitor with Spectrum Analyzer
1 Textronic Scope Lab Model
1 Regency EC175 Frequency Monitor
1 Lampkin FM 109C Communications Service Monitor
1 Bird Watt Meter
1 Bird Dummy Load

Perhaps of added interest is the fact that I have a CB license, GMRS licenses on 462.55 and 467.55 and business band licenses on 151.685 and 151.625 (The latter is an itinerant frequency.) I presently use Wilson two-way equiptment which consists of bases, mobiles, and hand-helds, all of which have scramblers but the hand-helds. Life is made much simpler with the good communications that today's technology affords us!

I am looking forward to your questions and comments, and I hope that these articles pique your interest in some new aspect of monitoring. Nest month, I will analyze some of the new scanner accessories on the market. Before I end this month's article, however, I would like to mention 3 things: First, that Regency scanners can be ordered from the factory tuned for the 138 mhz. range, the 402 range, or lower; Second, that the Bearcat 100 can be powered by your auto's 12 v. system, and fused with a 2 amp fuse. To give you maximum reception, your mobile antenna then can be adapted for use with the hand-held by simply using a banana plug on the coax. It fits nicely into the existing antenna socket of the 100; and Third, the new D-100, D-300, and D-810 will program out-of-band frequencies by just programing them into the set. How simple! With this, I will simply say, "Good Monitoring!"

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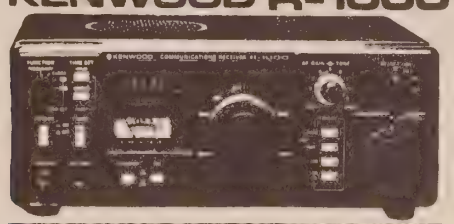

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REGENCY T16K, K100, K500 and some Regency crystal scanners — we can realign to cover 135 - 168 MHZ and 410 - 485 MHZ. Low band remains at 30 - 50 MHZ **$40.00**

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REGENCY M100 & M400 beep elimination switch **$35.00**

YAESU FRG-7

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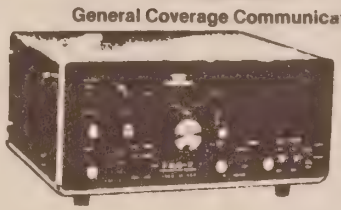

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VHF Marine

This column contains information, articles, frequencies and their use, and questions relating to private, commercial, and Coast Guard VHF maritime and inland waterways radio communications.

Because of relocation and other job-related changes, RCMA's long-time VHF Marine Editor, Rod O'Connor has had to resign from heading up this column. The newsletter staff thanks Rod for his fine work and wishes him the best!

If you are interested in becoming the new VHF Marine Editor, please contact RCMA President Mike Redman, P.O. Box 1177, St. Charles, MO 63301.

From Larry MI-001:

LAKES MICHIGAN & SUPERIOR "VERY POPULAR TOURIST AREAS' WHERE VHF-MRINE TRAFFIC IS COMMON

THE PICTURED ROCKS, OFF OF THE SHORELINE OF LAKE SUPERIOR, IS A VERY POPULAR ATTRACTION THAT DRAWS PEOPLE FROM ALL OVER THE COUNTRY TO SEE. VIEWED ONLY FROM THE WATER, THE MANY-HUED ROCKS ARE QUITE UNIQUE IN THEIR VARIETY OF COLORS. THE BOATS THAT CRUISES THAT OPERATE IN THE AREA CAN BE HEARD ON CHANNELS 9 [156.45]; 14 [156.70] AND 16 [156.80].

THE POPULAR FERRY BOATS THAT TAKE PEOPLE BETWEEN THE MAINLAND AND MACKINAW ISLAND ARE ONE OF THE MOST VISITED AREAS IN MICHIGAN. FERRIES BETWEEN MACKINAW CITY AND ST. IGNACE [IN THE UPPER PENINSULA] MAKE NUMEROUS ROUND-TRIPS DURING THE NAVIGATION SEASON BETWEEN THE MAINLAND AND THE ISLAND. BOAT [FERRY] TRAFFIC CAN BE HEARD ON CHANNEL 9 [156.45] AND 16 [156.80].

ANOTHER POPULAR TOURIST SPOT IN UPPER MICHIGAN, IS THE ONLY NATIONAL PARK IN THIS STATE, "ISLE ROYALE NATIONAL PARK". THE ONLY WAY TO GET ONTO THE ISLAND FROM THE MAINLAND IS FROM BOAT AND AIR, FROM HOUGHTON [IN THE KEEWEENAW PENINSULA]. THE COST OF THE ROUND TRIP IS UNKNOWN FROM THIS END AS I HAVE NEVER TAKEN IT, BUT ONE OF MY BROTHER HAS, BOTH BY BOAT AND AIR.[HE PREFERS GOING BY AIR AS IT IS OF COURSE MUCH FASTER]. THE BOATS CAN BE MONITORED ON CHANNELS 9 [156.45 AND 16 [156.80].

THE COAST GUARD IS HEARD OFTEN IN THESE AREAS AS WELL ON CHANNELS 21 [157.05]; 22 [157,10, THE MOST COMMON ON THE GREAT LAKES] AND 23 [157.15].

GREAT LAKE SHIPS [OFTEN COMING INTO THIS AREA FROM ALL POINTS ON EARTH] CAN BE HEARD ON CHANNELS 6 [156.30]; 8 [156.40]; 10 [156.50]; 12 [156.60] AND 15 [156.750] WHICH IS LOW-POWER, USUALLY 1-3 WATTS OUTPUT POWER AND USED FOR BRIDGE TO BRIDGE TALK WHEN PASSING ANOTHER SHIP.

From Irene CA-LA-107:

The Marine VHF news in Southern California is the cuts planned by the U.S. Coast Guard. The flag office will be transferred to San Francisco from Los Angeles Harbor. The bouy tender Walnut is being de-commissioned, and the closest bouy tender will be in San Francisco.

All Southern California radio calls are now Coast Guard, San Diego, instead of Radio Long Beach. Helicopters will operate from San Diego—an extra hour distant. The helicopter at L.A.X. will be cancelled. Half the crews of the cutters will be eliminated. There is hope, however, that some of the cuts will be cancelled.

NEW MEMBERS LIST

AL 021 SMITH, GILBERT W;6003 SANDIA BLVD NW;HUNTSVILLE, AL 35810
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CAOR237 RICHARDS, TIMOTHY;6281 BRIIARCLIFF ;
HUNTINGTON BEACH, CA 92647
CAOR238 CHARETTE, RAYMOND V* ADDRESS WITHHELD BY REQUEST
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CASB049 THOMPSON, PAUL L* ADDRESS WITHHELD BY REQUEST
CASB050 PEARSON, MARGUERITE;605 PINE STREET;REDLANS, CA 92373
CASC033 BAUDACK, ROBERT H;926 CARSON DRIVE;SUNNYVALE, CA 94086
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CASJ008 REEDY, LOYD R;1146 7TH ST;RIPON, CA 95366
CAST003 HAMILTON, JASPER;703 TULLY ROAD;MODESTO, CA 95350
CAVE024 MILLS, BETTY A;2330 SIRIUS ST;THOUSAND OAKS, CA 91360
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FL 147 SCHNELLE, WALTER R;413 N.E. 12TH AVE;
FORT LAUDERDALE, FL 33301
FL 148 STROMAN, PAUL J;233 N.E. SUNSHINE LANE;JENSEN BEACH, FL 33457
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GAITHERSBURG, MD 20760
MD 062 SEIVER, JOHN B;449 E 28TH ST;BALTIMORE, MD 21218

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MI 115 NUFFER, ROY A;9920 NIVER;ALLEN PARK, MI 48101
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MO 072 KOZENY, WILLIAM F;125 RANCHMOORE TRAIL;ELLISVILLE, MO 63011
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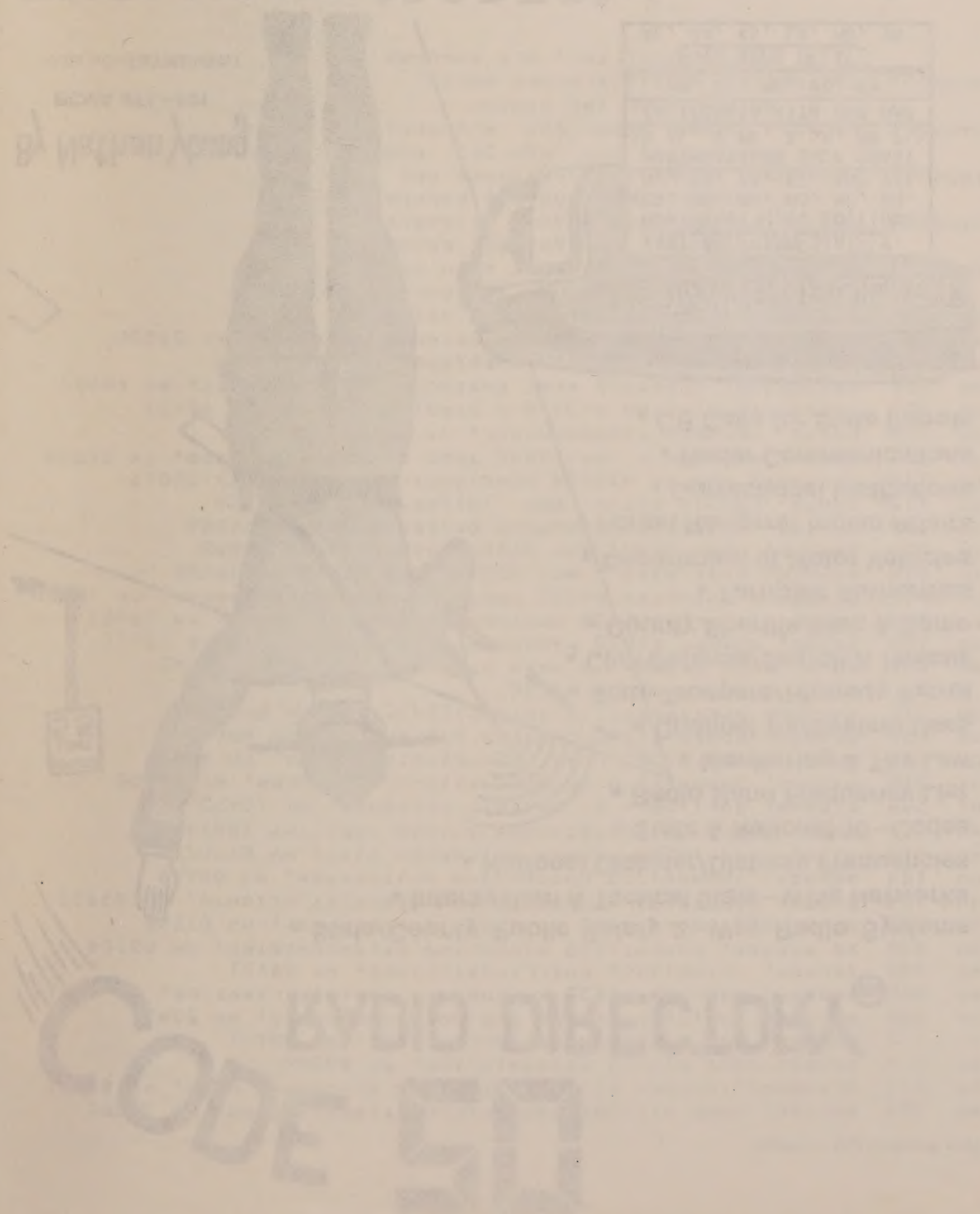
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NOTES

The R.C.M.A. Board is taking this opportunity to answer the many letters of inquiry we have had on the following topics.

MEMBERSHIP CARDS AND BADGES

The R.C.M.A. has no badges, decals, or membership cards for sale or distribution. The label on your newsletter is your membership card. Other clubs may have several gimmics or commercial good deals. Our good deal is the newsletter, which you as members get to write.

MEMBERSHIP RENEWAL DATE

The date printed by your membership number on your label shows the last month of your current membership. You should renew by this date to insure continuous reception of the newsletter.

Several misunderstandings have occurred due to the fact the newsletter we mail this month is carrying a cover date of next month. The advanced date is used to allow USPS to deliver your newsletter to you on time. Your letter is mailed approximately four days after the monthly board meetings.

PRORATED MEMBERSHIPS

To save postage and other complications, if your original membership application was not accompanied by the correct amount. You received a prorated membership label of less than 12 months. Please do not send in the extra amount to finish the year, just renew when your prorated date comes up.

SPECIAL FREQUENCY REQUESTS

Contact your local R.C.M.A. group for frequencies in your area or use the contact column of the newsletter. We are not yet set up for a national distribution of frequencies. We have discussed this possibility, but the current logistics of the newsletter has stopped us. Ultimately the big picture would include copies of the F.C.C. and I.R.A.C. data bases, a fast computer, and software to select and sort in any order. e.g. Frequencies along route 66 from Chicago to Tulsa in order of the cities passed. Should anyone want to bluesky on this announce your intentions in the Contact Column. We will get there. The Auto Club can plan a road trip, we should be able to give you a frequency map someday....

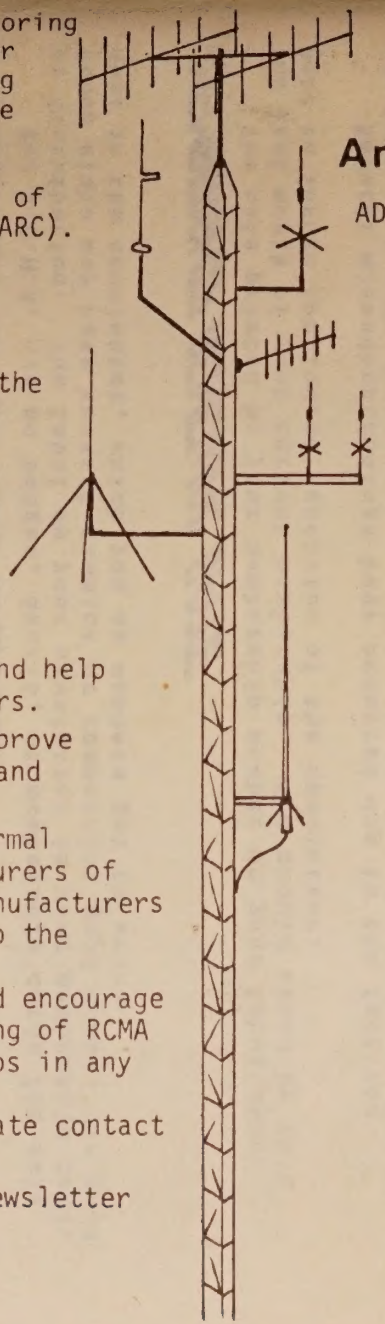
MATERIAL FOR EDITORS

Please send frequency reports and comments directly to the appropriate editor. Until we get the big data base system, the use of a central distribution P.O. Box for everything has lots of delays.

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications above 30 MHz as a hobby. RCMA was founded in May 1975 and is a Full Member of the Association of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



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